MANUAL OF CLEVELAND

LUCILE DIETZ

Manual

of

CLEVELAND

By

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PREFACE

This book is presented as a manual of the city of Cleveland. Its purpose is to offer enough of the city's history to emphasize that Cleveland has its roots in the past, and enough of the present day Cleveland for readers to appreciate the advantages and attractions of the city today. An understanding of the past and an appreciation of the present will no doubt give the readers a prophetic insight into the future.

The points of interest are classified into chapters. Thus one has but to turn to the proper chapter to get the desired information.

Many organizations and individuals have contributed to make the book possible.

The many illustrations will add interest and give the readers a better conception of Cleveland past and present.

ROBERT I. KUTAK, *Editor.*

Cleveland's Public Square, the hub and heart of the city, from which the principal streets radiate like the spokes of a wheel. To the extreme left is the Chamber of Commerce Building, next is the Federal Building. The skyscraper in the center is the Williamson Building. In front of the Williamson Building can be seen the Soldiers' and Sailors' Monument. To the extreme right is the Park Building, and the white building immediately behind is the May Co., largest department store in Ohio.

CHAPTER ONE

Cleveland—Yesterday, Today, Tomorrow

The great city of Cleveland of Today owes its success to such factors as the foresight of its leaders, favorable geographical location, and hard work on the part of the rank and file of its citizens. It is hard for people living in present day Cleveland to realize the tremendous growth the city has experienced in the years of its existence. We see all about us many evidences of the present, and few of the past, and are apt to forget that Cleveland has a past of which we may well be proud.

In 1796, Moses Cleaveland, head surveyor of the Connecticut Land Co., seeking a site for a city which he hoped some day might be "as large as Old Wyndam,"—a New England metropolis of 15,000—founded Cleveland on the shore of Lake Erie at the mouth of the Cuyahoga river. The earliest cabins were built near the river, and for some time Cleveland was a village "under the hill."

The village grew slowly, having some 300 inhabitants in 1810. In the war of 1812 the hardy pioneers helped to defeat the British in the west. Cleveland shipwrights of that day constructed two ships of the fleet of Commodore Hazard Perry, and the villagers watched the commander sail by to his victory at Put-in-Bay.

The opening of the Ohio Canal in 1834—a route from Cleveland to Portsmouth on the Ohio river—helped Cleveland to become recognized as a port and caused a great increase in the population of the village. The trip on the canal took 80 hours. The slowness of travel was no barrier; in 1843, more than 19,000 canal boat passengers arrived in Cleveland—to buy and sell and see. Railroads and great fleets of lake craft, automobiles, tractions, airplanes bring their tens of thousands to Cleveland each month now "to buy, to sell, and to see." Those early visitors, brought by stagecoach, saddle horse, and canal boat, were impelled by the same desire to help this city in its growth.

In 1836, Cleveland was incorporated as a city, and by 1850 it had a population of 18,000, ranking thirty-seventh in size in the country. In the same year, Baltimore stood third, Cincinnati sixth, Pittsburgh tenth, and Detroit twenty-sixth.

Many men have contributed to the progress of Cleveland, and it is rather difficult to pick out the outstanding leaders. Among them would no doubt be included Alfred Kelley, builder of the Ohio Canal and the Cleveland, Cincinnati & Columbus R. R., now part of the New York Central Lines: Jeptha Wade, who developed the telegraph, thus hastening the march of commerce; Charles Brush, who gave the world the arc light; and Henry Chisholm, who bequeathed the iron industry to the middle west.

These names are linked with scores of others in Cleveland's later day development, men who gave much to the city, the nation, and the world as pioneers in manufacturing, transportation, means of communication, education—in all the things identified as elements in human progress.

Out of the efforts of many has come the great city of the present. Today Cleveland has a population of approximately a million persons, and is the natural center of at least two millions of people in one of the most prosperous spots in the United States.

Euclid Avenue and East Ninth Street is one of the busiest intersections in America. The artistic bronze tower controls traffic on Euclid Avenue from the Public Square to East 18th Street. The Union Trust Building, shown in the background, contains the largest banking room in the world.

Dr. J. Paul Goode, noted geographer of the University of Chicago, declares Cleveland is destined to become one of the greatest industrial cities of the world because of its location. It has a large "hinterland" teaming with resources under its domination. One-fourth of the world's coal supply lies within a radius of 500 miles. Dr. Goode refers to coal as "the bank account of Commerce."

Cleveland can look forward to the future with confidence. The civic pride which has characterized Cleveland in the past still motivates its citizens. Projects which are now under consideration include the following:

A series of high speed arteries extending east, south, and west, which in effect will annex all northern Ohio within a radius of 80 miles;

High speed arteries east and west from Public Square to Gordon and Edgewater parks, along the lake shore, which will bring outlying sections within a few minutes of the heart of the city;

A comprehensive development of the lake front, with improvements which will include a great stadium, the superhighways, and recreation grounds and piers.

Expansion of Western Reserve University and Case School of Applied Science, which will make Cleveland one of the educational centers of the United States.

These are a few of the projects which are now under consideration. These projects and others will make the great Cleveland of today the greater Cleveland of the future.

East Sixth Street, looking north from Euclid Avenue, "Cleveland's Canyon." The Fidelity Mortgage Building is shown at the extreme left, next is the Leader-News Building. On the extreme right is the National City Building, next is the Hollenden Hotel. In the distance can be seen the City Hall.

CHAPTER TWO

Municipal Buildings and Enterprises

Every city of the world can find in Cleveland, example and inspiration in relation to civic and community accomplishments.

Cleveland's governmental system, public works, educational institutions, recreational provisions, health advantages and transportation facilities stand out as representative of the high purpose of this enlightened and cosmopolitan community.

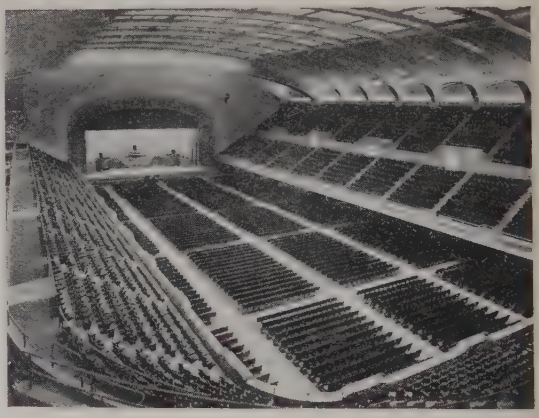
GOVERNMENT—The city manager plan of municipal government, of which Cleveland furnishes the outstanding example, marked the culmination of two decades of political struggle and education. Contemporaneous with the successful battle for Home rule and an independent charter from the state, there developed the city's famous street railway war, under the regime of the late Tom L. Johnson, for eight years Cleveland's mayor. His political doctrines included the subjects of popular rights and freedom of speech and action

Interior view of the Public Auditorium, St. Clair avenue and E. 6th street and Lakeside avenue, the finest and most serviceable building of its kind in America

in municipal affairs. Among the accomplishments of that period was not only a 3-cent car fare, the concrete issue that so long engulfed the city in bitter struggle, but more important—the awakening of citizens to their opportunities and responsibilities in eliminating corrupt practice and corporation domination.

PUBLIC AUDITORIUM

Cleveland has an enviable reputation as a convention city, chiefly due to its Public Auditorium, erected at a cost of $6,900,000, with a seating capacity of 13,000. When used for expositions, it affords 75,000 square feet of floor space.



Public Auditorium

It is ideally located in the heart of the down town section, within easy walking distance of all principal hotels, public and semi-public buildings.

The building is designed in the Italian Renaissance style of architecture and is of fireproof steel construction. The interior is faced with marble, tile and decorative plaster, battleship gray being the predominating color. A pipe organ costing $100,000, said to be the finest in the United States, is part of the equipment. It has 10,010 pipes and 150 direct speaking stoops. The echo organ is located in the rear of the auditorium, 300 feet from the console.

The stage is one of the largest in America, being 104 feet wide and 56 feet deep. It has an opening 72 feet wide surmounted by a high arch. It is fully equipped with all modern theatrical conveniences.

The Auditorium has housed a varied assortment of affairs, including the National Republican Convention in 1924 with its 15,000 delegates and visitors; "The Miracle," the world's greatest pantomime production, auto shows, garden exhibits, poultry shows, dances, grand opera, etc.

The Public Auditorium is located at the foot of East 6th street facing the City Hall and Lake Erie.

CITY HALL

The City Hall, sister building of the Court House, occupies land 230 by 380 feet facing Sixth street on one side and Lake Erie on the other and extending on Lakeside avenue. It is five stories high with basement and sub-basement. The architecture is an adaptation of the early Roman school to modern ideas of simplicity and quiet dignity. It is of steel and re-enforced concrete construction.

The walls are of Vermont grey granite. The grand hall into which the visitor steps from Lakeside avenue occupies the center of the structure and is walled with marble imported from Italy. This hall is 100 feet long and 55 feet wide. The great painting, "Spirit of '76" hangs in this hall. The building was opened in 1916, to house the executive, administrative and legislative chambers of the city's governmental officials. The murals in the City Hall are of extraordinary beauty. The Council Chamber, Mayor's Suite, and assembly halls are of especial interest. The cost of construction was $3,000,000. It is Cleveland's third City Hall.

The first and last views are the New County Court House on Lakeside and Ontario; the second view is the Public Library, Superior avenue and E 3d street; the third view is the Federal Building, Superior avenue and Public Square; the fourth view is City Hall on Lakeside, opposite E. 6th street.

FEDERAL BUILDING

The Postoffice and other Federal Government offices and court chambers are in the Federal Building, Public Square and Superior avenue, completed in 1910. The exterior walls are of granite and the interior principally of marble. It is a unit of the Group Plan of Public Buildings.

This building is noted for its dignity of architecture and taste in design. Costing $4,000,000, it was the creation of Arnold W. Brunner. deceased. At the time of its completion much comment was made on the fact that it was one of the few Federal buildings that housed every department of the government. The cornerstone was laid with great ceremony by the late Leslie M. Shaw.

The sculpture, by Daniel Chester French, includes the following: the western group represents "Jurisprudence," a figure of the law with Mother and Child outstanding at her side for protection and nearby a felon in chains; the eastern group typifies "Commerce" holding vessels in her hands and resting her hand on a globe representing the world; "Electricity" with a magnet for wires stands at her right. At her left is "Steam," represented by workmen harnessed to a wheel.

In the center of the Circuit Court room a female figure personifies the Law. On either side stand angels pointing to an inscription of the Decalogue upon a tablet of stone which fills the whole center of the panel and passes up beyond and above six pictures, one of the angels pointing to the commandment "Thou Shalt Not Kill."

At the left beginning from the center are Moses, Mohammed, Justinian and a Bishop and Knight of the time of the Magna Charta. At the right Alexander the Great, Charle-

Airplane view of Cleveland showing water-front, with the "Detroit and Cleveland" and "Cleveland and Buffalo" docks in the foreground. The large area directly behind the docks is city owned; here a mammoth public stadium is proposed. Behind this is the City Hall. In the distance rise the skyscrapers of the business section.

magne, Napoleon and Lord Mansfield. The mural is by Edward Howland Blashfield.

CUYAHOGA COUNTY COURT HOUSE

Cuyahoga County Court House, Lakeside avenue at Ontario street, like its sister building, the City Hall, which stands just to the east, overlooks the broad waters of Lake Erie, commanding a view of the whole shore line for many miles. The French Renaissance style of architecture is evident in the design of this fine structure, which was opened on January 1, 1912. The exterior is of granite, the interior of Colorado Uhl marble. The Court House cost $4,500,000 and the land $1,000,000. Famous mural paintings and beautiful paneling in courtrooms and corridors and offices are of interest to every visitor. The interior represents work of famous painters and the exterior the handiwork of sculptors internationally known. The grand hall with sides of white marble and ceilings of ornamental plaster open into a large rotunda, which extends to a vaulted roof of English stained glass. Pure white Colorado marble with faint streaks of blue have been used in large quantities and the grand central hall measures 95 by 151 feet.

The interior is Louis XVI adaptation of Roman architecture with Ionic columns, the whole being worked out in pink granite. The library and Circuit and Probate Court rooms are the show rooms of the building, containing beautifully carved woodwork, and the rest of the rooms are more or less simple in design.

The "First New England Town Meeting" painting in the library is widely admired.

The painting in the rotunda by Frank Brangwyn is that of King John signing the Magna Charta at Runnymede. The painting was made on this wall on the 700th anniversary of the date. The statues on the lake side of the Court House are Moses, Justinian, Alfred the Great and Gregory the First. The bronze statues in front on pedestals are of John Marshall, Interpreter of Federal Court; Rufus P. Ranney, Inter-

preter of State Court; of Thomas Jefferson and Alexander Hamilton. On these statues alone more than $100,000 was expended.

In the Court of Appeals chamber is a great painting on canvas, depicting the Trial of Captain John Smith, at Jamestown, June 10, 1607. This painting is 37 feet long and 13 feet wide. The figures in the foreground of the picture are 7 feet, 2 inches high. Canoes, battle-axes, flint rifles, and spears were drawn from originals. The palisades of the incompleted fort, and the sails of the ship form a picturesque background. Captain Smith, it will be recalled, was acquitted of charges of treason and mutiny.

Another large painting in the Court of Appeals shows the Conclave of Pontiac and the Rogers Rangers, which took place on the shores of Lake Erie, where Cleveland now stands, in November, 1760. Pontiac and his allies, finally convinced of the peaceful nature of Rogers' mission, smoked the pipe of peace with the rangers.

Airplane view of downtown Cleveland, looking toward Lake Erie.

MUNICIPAL MARKET

The Municipal Market, West 25th street and Lorain avenue, is a $2,000,000 enterprise undertaken and carried to successful operation as one of the moves in the city's continuous endeavor to lower the living costs, and to add to the convenience of its citizens in buying the best of foodstuffs. It is an excellent example of modern-day methods in efficient and economical handling of food products on a large scale, and is reached by cars westbound on Superior avenue, marked "West 25th St.."

There are other fine privately owned, sanitary markets in Cleveland situated in the various business districts. The Euclid-46th Market, Euclid avenue and East 46th street, is an example of this type of market. Foodstuffs are sold at a low price due to efficient management and low overhead.

GROUP PLAN

A notable example of achievement in public works is the Cleveland Group Plan of Public Buildings, constructed in keeping with the artistic pride of the citizenry. The completed group plan will represent an outlay of $30,000,000. A "T" shaped tract approximating 104 acres on the lake front and in the heart of the city will contain all of Cleveland's public structures, with a Mall extending from Superior avenue. This Mall now has at its southerly end the Federal Building, which cost $3,875,000, and the Public Library, costing $4,600,000.

At either side of the Mall on the lake front are the sister buildings—Court House and City Hall—the former costing $4,500,000 and the latter $3,000,000.

WATERWORKS

Water is obtained through intakes located four and one-half miles from the shore of the lake: one of these, a steel crib, extends above the water line, while the other is submerged. Tunnels under the water connect these intakes with the pumping stations on shore. Great filtration plants on the East and West Sides insure an adequate supply of pure water, and the low death rate is evidence of the value of such a system. One of the conspicuous improvements was the building of the Baldwin reservoir, at a cost of many millions. It occupies 14 acres, and is said to be the largest covered reservoir in the world. The top has been covered with soil which has been landscaped so as to provide for the artistic sense

The Kirtland Pumping Station, on the shore of Lake Erie at the foot of East 49th street: the Division Station, on Division avenue at the foot of West 45 street: the West Side filtration plant, at the foot of West 32nd street: Baldwin reservoir, filtration plant and pumping station, on East 109th street, are all notable for their excellence of design and construction, and represent the highest achievements in waterworks engineering. Individuals especially interested in this field of municipal service should get in touch with officials of the Department of Water, at City Hall, to obtain further information. Kirtland plant is reached by taking St. Clair car to East 49th street, then walking a short distance north. "Detroit-Lakewood" or "Clifton-Lakewood" west bound cars will bring one to the Division Station and the West Side Filtration plant. Scovill avenue or East 105th street cars run past the Baldwin reservoir.

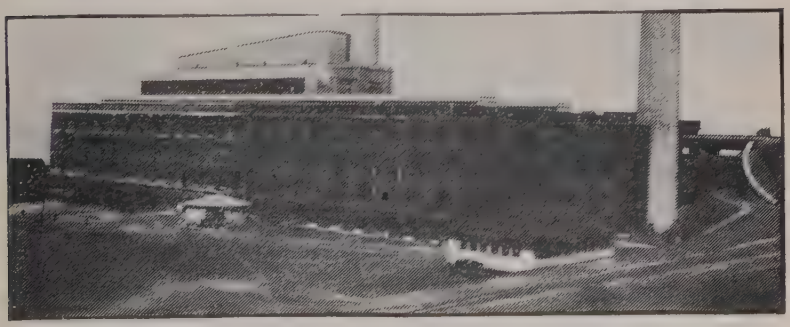
Daily average consumption of water by Greater Cleveland is about 150,000,000 gallons. Only four cities in the country have a larger daily consumption. Present pumping equip-

The West Side Filtration Plant, at the foot of W. 32d street, represents the highest achievement in water-works engineering.

ment will supply 270,000,000 gallons per day. The city operates the waterworks of the community as a department.

MUNICIPAL LIGHT PLANT

Cleveland has $8,000,000 invested in a municipal lighting



The Municipal Light Plant supplies 40,000 customers.

and heating plant with about 40,000 customers. Over 60 per cent of the revenue from this source comes from power

consumers. Development of municipally lighted homes has been slow because of the unusual service offered by the Cleveland Electric Illuminating Company.

HIGH LEVEL BRIDGE

High Level Bridge over Cuyahoga River connecting the East and West Sides of Cleveland. It has a total length of 2,880 feet and cost $5,407,000.

The greatest single improvement as affecting public convenience and land values is the Superior high-level bridge. This structure was built at a cost of $5,407,000, and unified the east and west sides of the Cuyahoga, a trend begun in 1854 when Ohio City, the west side rival town, was annexed to Cleveland. The bridge brought about growth west and east, held back for years by congestion on the old viaduct, which had become obsolete before the present structure was begun. The bridge is located at the west end of Superior avenue at West 9th street.

HEALTH

Health centers are established throughout the city, and city officials lend every aid in the promoting of better living conditions. A zone plan for more advantageous and harmonious housing is now under process of development.

WARRENSVILLE FARM

Cleveland's most widely known welfare institution, Warrensville Farm, was established under the administration of Harris R. Cooley as director of Charities and Corrections, when the city purchased 2,000 acres of land, eight miles

south of the city. A new method of handling prisoners by corrective treatment, and a home for the aged as well as a

Warrensville Farm, containing 2,000 acres, cares for tuberculosis patients and the aged and infirm. It also contains the City House of Correction

place of health-building for tubercular patients were made possible through this Farm.

COMMUNITY FUND

The Community Fund system for administering public benevolences and carrying on welfare work through private organizations is the famous contribution which Cleveland has made to the world problem of handling such affairs. Following the Liberty Loan and Red Cross campaigns of war days, in which Cleveland exceeded its quotas in some instances by as high as 100 per cent, the collection and distribution of gifts by citizens to charity and welfare were combined into one giant agency called the Community Fund. A great army of workers, headed by Samuel Mather, philanthropist, and others, has each year since 1919 raised a large sum of voluntary contributions from institutions and individuals which is alloted to a list of long-established organizations for relief service. Hospitals, dispensaries, child-caring agencies, societies for the aid of the blind, disabled and aged, and similar agancies, all receive their appropriations from the Community Fund, thus centering in one great annual com-

munity campaign the solicitation for funds which formerly was divided into many "drives." The scope of this Community Fund movement, which has been accepted by many cities as the model method of raising money for public welfare work, is indicated by the fact that in 1925 the sum of $4,500,000 was obtained during the one week devoted to the Fund campaign. Every year since 1919, when $3,425,000 was raised, Cleveland has been giving 100 per cent or more to the Fund quota, whole-heartedly and with the true spirit of civic idealism in which the Fund had its beginning.

Airplane view of Cleveland taken over Lake Erie, showing the piers in the foreground and the business section in the distance.

CHAPTER THREE

Transportation Facilities

As one of the great ports of the world, a railroad center, a terminal of traction and bus lines, an air mail station on the coast-to-coast line, Cleveland is identified internationally, in the field of transportation. With an export trade of large extent, reaching throughout all nations by water and rail, the city has also an internal system of transportation that has materially aided its rapid growth. One of the outstanding milestones of the first decade of the century in Cleveland's history was the development and building of the belt line as a solution of freight and transfer problems. W. R. and Ben F. Hopkins, carried the project through to fulfillment, the line now being part of the New York Central R. R. A low grade was found within sufficiently close radius to make the belt physically and financially feasible. The bridges required, and the treatment of crossings at grade, marked another forward step in highway development and good roads program. Authorities say this is the shortest and most convenient low grade belt of its kind in America. The project made possible also one of the world's largest and most efficient freight terminals at Orange avenue and East 15th street, the same being on a branch three and one-half miles from the main belt. A 1,000 car yard serves the station and unique labor saving machinery is installed, including the tractor-trailer method. Cleveland's total freight receipts annually exceed 25,000,000 tons, 15,000,000 of which is received by rail. About 10,000,000 tons are forwarded by rail each year.

The Orange Avenue Freight Terminal is one of the largest and most efficient in the world. A 1,000 car yard serves the station and unique labor saving machinery is used in handling freight.

Cleveland has 14 miles of lake frontage, protected by a breakwater nearly six miles long, which was constructed by the federal government at a cost of $6,000,000. This harbor has extensive dockage for passenger and freight service. A development of the present day, as a supplement to the large amount of lake shipping, is the bringing of ocean vessels directly to Cleveland for import and export trade.

There are now 800 and more ships plying the Great Lakes, on which Cleveland is an important port. More than 60,000,000 tons of iron ore are brought down annually on these ships, and return with coal cargoes. The total freight tonnage handled on Cleveland docks annually exceeds that of Liverpool.

Where the lake freighters dock

The gross export trade of the city exceeds $300,000,000, or 1,500,000 ships' tons, yearly, ac

cording to the survey of the Chamber of Commerce. Four hundred Cleveland manufacturers produce 3,000 distinct lines of commodities which enter into this volume of commerce. From almost every country on the earth raw materials and finished products come to Cleveland to swell its import trade, including wool from Australia and the Argentine, furs from the Artics, vegetable oil from China, burlap from India, glassware from England and chemicals from Germany and Chile.

As a railroad center, both freight and passenger, Cleveland is rapidly attaining a dominant position. Eight important steam lines now traverse this section, the principal systems being the New York Central System and the Pennsylvania. The New York Central, having provided for the future in the matter of freight traffic, is now spending millions through the Van Sweringen interests to provide for all future requirements for hauling of passengers. Their plans not only include a vast terminal building on the Public Square, now under construction, and rebuilding of lower downtown sections, but the re-making of the Cuyahoga River Valley, which by natural formation is ideally suited for the grouping of passenger carriers into one area to facilitate service. In the New Union Station will arrive and depart trains from the New York Central lines east and west, including the old Lake Shore and Big Four, west, and Nickle Plate, the last named being the nucleus of the new consolidation of several roads, under the Van Sweringens. This merger joins the Nickle Plate with the Erie and the Chesapeake & Ohio, Lake Erie & Western, Hocking Valley, and forms a network with other lines and tractions that embraces all surrounding territory with Cleveland as a traffice center.

CHAPTER FOUR

HISTORY OF TRANSPORTATION IN CLEVELAND

The Canal

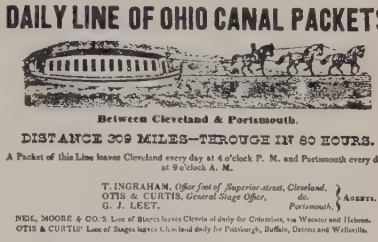
Toward the middle of the last century a boy who was later to be one of the Presidents of the United States made a living driving horses along the canal which connected Cleveland with the Ohio river. Today the paths which echoed to the footfalls of James R. Garfield are silent; the locks which were busy raising or lowering boats all day long have been closed for the last time; the waters of the canal are disturbed only by small boys swimming in the summer or skating in the winter.

Although the canal is but a memory today, at one time it was one of the most important means of transporation used by the citizens of Cleveland. Alfred Kelley is usually considered the father of the Ohio Canal. As early as 1817 a resolution was introduced in the general assembly of the State of Ohio demanding the construction of canals by the state. In 1822 a canal commission was appointed, and in 1825 a canal law was passed which authorized selling of bonds, and set up an organization to supervise the building of a canal.

In July, 1827, the first boat entered Cleveland from Akron. It was July, 1830, before the first boat could pass from

Cleveland to Newark, and not until 1832 that the first boat could pass from Cleveland to Portsmouth on the Ohio River, a distance of three hundred and nine miles.

The canal proved to be a boon to the village of Cleveland. In 1834 the population was 3,323; a year later it was 5,080; and in 1845, with Ohio City, it was 12,035. Passenger packets, carrying forty to sixty passengers, made the trip from Cleveland to Portsmouth in eighty hours. They averaged four to six miles per hour, and were much more comfortable than was the stage coach. In 1839, 19,962 passengers arrived in Cleveland.


DAILY LINE OF OHIO CANAL PACKETS

Between Cleveland & Portsmouth.

DISTANCE 309 MILES—THROUGH IN 80 HOURS.

A Packet of this Line leaves Cleveland every day at 4 o'clock P. M. and Portsmouth every day at 9 o'clock A. M.

T. INGRAHAM, *Office foot of Superior-street, Cleveland,*
OTIS & CURTIS, *General Stage Office, do.* } AGENTS.
G. J. LEET, *Portsmouth,*

NEIL, MOORE & CO.'S Line of Stages leaves Cleveland daily for Columbus, via Wooster and Hebron.
OTIS & CURTIS' Line of Stages leaves Cleveland daily for Pittsburgh, Buffalo, Detroit and Wellsville.

Canal packet line advertisement, published in City Directory of 1837

The canal reached its highest prosperity in 1850, when $90,874 in tolls were collected in Cleveland. Thereafter the canal declined gradually in the face of railroad competition. It was leased to a private corporation from 1861 to 1878. In 1907 tolls collected in Cleveland amounted to but $21.45.

So the canal passed, but not without contributing to the growth of Cleveland. Cleveland owes much to the line of water which first brought it success in its struggles with other lake ports.

Early Lake Transportation

The earliest traffic on the Great Lakes was carried on by birch canoes and bateaux. The bateau was a long boat, well built, which followed the shore and carried cargoes of several

tons. The birch canoes and bateaux weathered the gale and the squalls of the lakes quite as well as the sail craft which followed them.

A sandbar at the mouth of the Cuyahoga River kept large vessels out of the inner harbor of Cleveland during the early days of the village. Boats were forced to anchor outside and were unloaded by lighters. In 1805 the mouth of the Cuyahoga River was made a port of entry and a collection district was established.

Nine schooners, ranging in tonnage from 30 to 60 tons, were built in Cleveland from 1808 to 1826. These vessels

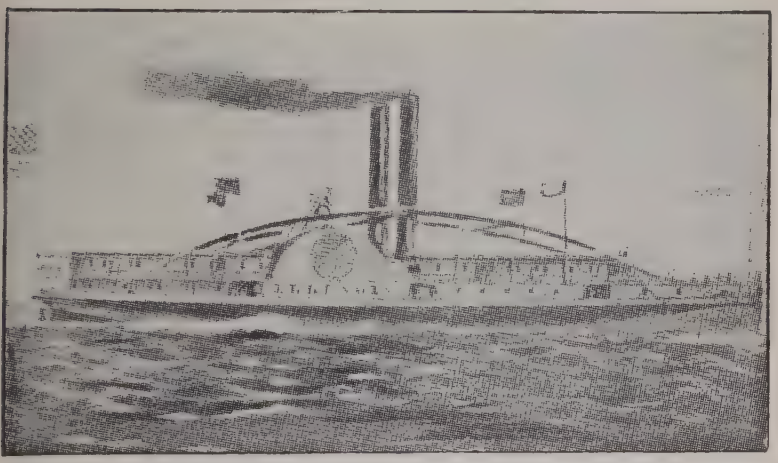
The Brig Columbia, which carried the first cargo of ore through the Sault Ste. Marie Canal, 1855

were engaged almost entirely in exchanging the farm products and the raw materials of the lake region for the manufactured products of the east. Whiskey, corn, furs, fish, lumber, grindstones, hogs, and later flour were exchanged for salt, machinery, groceries, and merchandise.

In 1804 the freight rate between Buffalo and Cleveland was three dollars a barrel. In 1819 it was a dollar a barrel and the passage on a sailing vessel was ten dollars. The freight rate on wheat in 1843 was from four to five cents a bushel.

The Steamboat

The first steamboat to call regularly at Cleveland was the *Walk-in-the-Water,* which began to run between Buffalo and



The Illinois, an early side-wheeler

Cleveland in 1818. The first steamboat to be built in Cleveland was the *Enterprise,* which was built in 1824. In 1840 Cleveland witnessed the building of the *Empire,* the first steamer in the United States over 1,000 tons capacity. It was 200 tons larger than any other steamer in the world of that time. This boat made fast time, sailing from Detroit to Buffalo in 24 hours.

The completion of the Erie Canal in 1825 opened up the west for settlement and soon lumber, iron ore, grain, and furs were moving down the lakes through the Erie Canal to

East 9th street pier of the Cleveland & Buffalo Transit Co. and the Detroit and Cleveland Navigation Co. The pier is located at the foot of East 9th street and can be reached by street car marked "East 9th Street Pier," at the Public Square. During the navigation season, millions of tons of freight are efficiently handled between the lake cities, such as Buffalo, Detroit, Chicago and points in Canada

the people in the east. More and larger boats were needed, and men with mechanical genius began to study how to build larger steamers which would be better suited to the Great

Propeller Mineral Rock. A type of 1856

Lakes. Consequently, about 1840, a new type of steamer, the propeller, made its appearance on the lakes. The propeller a long, narrow, flat-bottomed, straight-side hull, was better suited for freight traffic than was the side-wheeler. The machinery being in the rear part of the boat made it easier to handle the freight and allowed greater space for cargoes.

From 1841 to 1882 more than 600 propellers were built on the Great Lakes. By 1863 the railroads had robbed the lakes of passenger traffic, but the propellers were needed for the coal, iron, lumber, grain, and general freight business.

Cleveland kept pace with the growth of shipping and shipbuilding on the Great Lakes. The great shipping period of Cleveland was from 1840 to 1860. The interests of Cleveland's citizens centered about the two leading industries of time, lake trade and shipbuilding. In 1856, twelve propellers and twenty-one other vessels were built. A Cleveland built vessel, the *Dean Richmond*, made a voyage from Chicago to Liverpool in 1856.

Four of the steamers owned by the Cleveland and Buffalo Transit Co. Upper left, "The City of Buffalo"; upper

The disappearance of the forests about the Great Lakes caused an increase in the price of lumber, and made it necessary to find a new material for building boats. Iron was found to be useful for this purpose, and the unlimited iron deposits along the shores of Lake Superior supplied the raw material, which was converted into metal in the iron manufacturing plants of Cleveland. The first iron steamer built at Cleveland was the *Onoko,* built in 1882. The length of the *Onoko,* 282 feet, was considered the limit in length at that time. Her hull was capable of holding 110,000 bushels of corn.

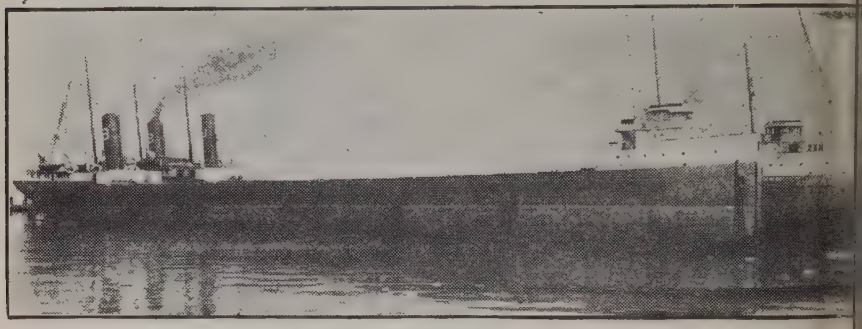
The Onoko

By 1897 several steel freighters carried 3,000 tons and by 1902 steel ore freighters were 436 feet long. Today there are several freighters over 600 feet in length. In 1924 the *William K. Field,* a bulk freighter, delivered a total of 552,014 tons in a period of 7 month and 17 days, a new high record never before equaled on the Great Lakes or ocean.

Although the railroads carry the bulk of the passenger traffic in the vicinity of the Great Lakes, the steamer is still an important factor in passenger transportation. Steamers leave nightly from the E. 9th street piers for Buffalo, Detroit, and Port Stanley, Ontario. Several times a week during the

season steamers touch Cleveland bound for ports such as Buffalo, Detroit, Parry Sound, Macinac, Chicago, Sault Ste. Marie, and Duluth.

Lake Erie is one of the most delightful summer resort regions found in the United States. Each year thousands of tourists come to spend their vacations at the numerous resorts along the shore or on the islands of the lake. During the summer months a steamer leaves Cleveland daily for Cedar Point and Put-in-Bay, returning at about 8 P. M. Thousands of Clevelanders avail themselves of this opportunity to spend a day on Lake Erie.



Modern Freighters

A few facts show the importance of the products in lake trade:

Fur trade at height in 1820.

Fur trade on the wane in 1835.

Lumber became important in 1830—remained important from 1830-1850.

Minerals for lake trade were being thought of in 1850.

Copper was the most important from 1865-1880.

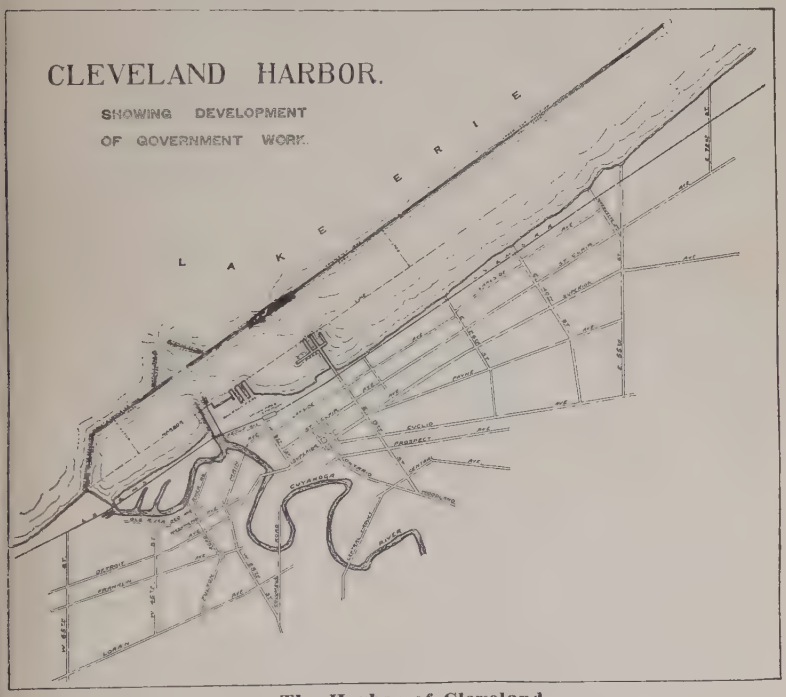
Iron ore trade began in 1853.

Iron ore was the leading product shipped on the lakes in 1925.

HARBOR OF CLEVELAND

Location

The harbor of Cleveland is on the southern shore of Lake Erie, at the mouth of the Cuyahoga river, ninety-six miles easterly from Toledo, and one hundred seventy-six miles southwesterly from Buffalo. It consists of an inner and an outer harbor. The inner harbor is the lower five and one-half miles of the Cuyahoga river, which is from one hundred



The Harbor of Cleveland

fifty to three hundred twenty-five feet wide, and the "old river bed," one mile long and from one hundred seventy-five to two hundred feet wide. The outer harbor, formed by breakwaters, is five miles long and from sixteen hundred to

thirty-eight hundred feet wide. The outer harbor begins where the New York Central Railroad bridge crosses the straight channel of the river.

Cleveland as a Harbor

In the early history of Cleveland the river was the only harbor afforded. The only route by which any of the early boats could enter the port of Cleveland was by what is known as the "old river bed." The mouth of the river at that time was seven hundred feet west of the present outlet. The bateaux which brought Moses Cleaveland and the party of surveyors along the southern shore of Lake Erie to the site of the present city entered the Cuyahoga by the "old river bed." So impressed was Moses Cleaveland by the importance of the bateaux traffic to the new settlement that he provided two landings. The "upper landing" at the foot of Vineyard Lane was for the up-river business. The "lower landing" where Mandrake and Union streets came together, now St. Clair avenue, was for the lake trade.

The lake as a means of carrying on trade was very important to the first people of Clevleand. The "old river bed" was an uncertain route to the small town because of the bars of sand which rapidly accumulated at the mouth of the river.

There was no natural harbor. The people began lively discussions for an improvement and naturally looked to the Federal Government for aid.

Story of the First Improvement of the Cleveland Harbor

The United States Congress in 1825 appropriated $5,000 for harbor improvements. The money was turned over to Ashbel Walworth. He was no engineer but had some theory and was free to carry it out.

He noticed that the mouth of the river filled up from the east, and decided to build a pier out into the lake along the

east side of the mouth of the river. This, he thought, would remedy the trouble, as the sand mould then be carried out into the lake by the force of the river, and the channel be kept open. He built a 600-foot pier.

The pier produced no results. The sand piled up as before, and the depth of the water in the channel was not increased.

A mass-meeting of citizens was held to discuss further the matter and $150 was raised to defray expenses of sending Mr. Walworth to Washington to secure another appropriation.

Captain Allen Gaylord's sketch of "Cleveland Under the Hill" in 1800

Congress was not in favor of making further appropriations, for they did not consider the location of sufficient importance to warrant further expenditure. Only forty vessels came to this port in a year. Hon. Elisha Whittelsy, who was the member of Congress from this district, immediately began work to secure an appropriation. He put through a measure carrying an appropriation of $10,000.

The Federal Government decided to take active charge of the work and sent Major T. W. Maurice, head of the United States Engineering Corps, to Cleveland in 1827. He made

a survey and his plan was adopted by the Government. He suggested changing the course of the river, building a pier east of the one built by Mr. Walworth and compelling the river to flow between these piers into the lake.

In the fall he constructed a dam across the river opposite the south end of the Walworth pier. For the time being, it interfered with the passage of boats up the river. This angered the lake captains, for they thought the plan absurd. The schooner *Lake Serpent* entered the river and when ready to leave, found itself shut in between the dam and the sand-bar. The captain was forced to hire men to dig through the bar.

In the fall, when the rains came, the river rose, the dam was closed, and teams of oxen with scrapers and men with pick and shovel, assisted in clearing the new chanel. When a small opening was made the river broke through and solved the problem. When the *Lake Serpent* came back it easily entered the river by the new route. Several acres of the Township of Cleveland were left on the west side of the river by this feat of engineering.

The Development of the Harbor in 1870

The old mouth of the river gradually filled up and as time went on the old bed itself came more and more into use as a place for anchorage, wharfage, and for dry docks. It still continues to be used for these purposes.

New piers were built along the river and extended out into the lake. By 1840 more than seventy-five thousand dollars had been spent in this kind of work. Congress had, in the meantime, made several appropriations.

The Construction of the Outer Harbor

The unprotected condition of the harbor was always regarded as a source of danger. The narrowness of the river opening made it difficult to make port in time of storm. No

movement toward the building of an artificial harbor of refuge was made until 1870. The city Council at that time adopted resolutions in favor of the construction of such a work by Congress. A petition to be sent to Congress was circulated among the citizens of Cleveland. Congress, in reply to this petition, appropriated three thousand dollars for making a survey of further harbor possibilities for the port of Cleveland. Government engineers made the survey and reported that the cost for constructing an outer harbor would be three million dollars. Congress refused to approve this plan.

But the people of Cleveland and vicinity did not give up. The Hon. R. C. Parsons, then the national representative from this district, by great perseverance and good management, persuaded Congress to have another survey. This survey placed the cost at a little over one million dollars. In the spring of 1875 Congress appropriated fifty thousand dollars for the commencement of this work.

Harbor Development from 1875-1883

The west breakwater was commenced in 1875 and finished in 1883. The east breakwater was extended eastward eleven hundred feet.

Development from 1888-1908

The east breakwater was rebuilt and its location changed. Between 1902 and 1908 it was extended to Gordon Park. Large wharves were begun and two docks, with a slip between, were built. Congress authorized the dredging of the outer harbor to a depth of twenty-five feet. The breakwaters are constructed of timber crib, rubble mound, and concrete.

The entire amount of money expended by the United States Government on the Cleveland Harbor to July 1, 1923, was nearly eight million dollars.

The Present Development of the Harbor

The outer harbor: The city of Cleveland owns two wharves at the foot of East 9th street. One is leased to two passenger vessel companies and to a sand and gravel company. The other is a free public wharf. The Pennsylvania Railroad Company owns the ore docks west of the harbor entrance and the coal docks east of the entrance. These docks are built on made land. East of the entrance there is a wharf for automobiles, passenger packets and freight. This wharf is privately owned but is open to shippers of these commodities. There are lumber and other docks privately owned. The United States Engineer Department has a private dock.

The government maps show that along the shore the harbor is being filled in. This made land may be used for the more extensive building of docks.

The harbor line: The harbor line measures the distance from the shore into the harbor, beyond which piers or docks cannot be built. The Federal Government establishes the location of this line.

Maintaining the Outer Harbor

All expense connected with maintaining and improving the outer harbor is paid by the Federal Government. This work is in charge of a corps of Engineers, U. S. A., assigned to harbor work in times of peace.

The money used on the Cleveland Harbor by the Federal Government for the year 1922-23 was spent as follows: $16,673.81 for the care and repair of the dredging plant and for dredging in the entrance channel between piers and in the outer harbor, (Dec. 8 to 20, by the United States hopper barge, Burton; 34,657 cubic yards of sand and mud (bin measurement) was removed); $8,083.51 for repairs to the east breakwater by the United States derrick boat No. 1—where settlements had taken place or stones had been dislodged by storms; $1,404 for repairs on the base of the light tower on the east end of the east breakwater.

Maintaining the Inner Harbor

The inner harbor has thirteen miles of wharves. Many of the docks are owned by private companies whose plants are located along the river. The city of Cleveland owns public docks at street ends. The expense of maintaining and improving the inner harbor is paid by the city.

CUYAHOGA RIVER VALLEY

Iron ore and coal docks, large lumber yards, and hundreds of large manufacturing plants are located in or adjacent to the Cuyahoga River Valley, or "flats" section of the city. This is rightly called the "heart of industrial Cleveland." The river is navigable for several miles, and admits the big

The Cuyahoga River is navigable for several miles, and admits the big lake freighters with their cargoes of ore from the upper lakes, as well as coal-laden vessels outgoing. Iron ore and coal docks, grain elevators blast furnaces, mills and foundries, railroad freight yards are located on or adjacent to the Cuyahoga River. This valley is one of the many industrial sections of Cleveland

lake freighters with their cargoes of ore from the upper lakes, as well as the coal-laden vessels outgoing. A comprehensive river straightening project is under way, to eliminate the river bends and make more adequate provision for the increasing shipping. Five bridges and viaducts span the river, including the mammoth High Level Bridge, and others are contemplated. In the early days the river was the dividing line between the town of Cleveland on the east and Ohio City on the west, but the great spans have made East and West Sides one. The Detroit-Superior High Level Bridge is the largest double-decked reinforced concrete bridge in the world, stretching 2,880 feet from West 6th street on the East Side to West 30th street on the West Side, and joining the important traffic arteries, Superior avenue and Detroit avenue. The center span of the bridge is 591 feet long, with a width of 81½ feet, and arches 95 feet above the water level. The lower level provides space for six street car lines, while the upper carries other vehicles and pedestrians. From this bridge a scene of wonder is presented, with the waters of Lake Erie to the north, the skyscrapers of the city's downtown district to the east and west, and the river docks and plants to the south. Lighthouses and water cribs, towering piles of ore under great cranes, a constant stream of large and small vessels, grain elevators, blast furnaces, mills and foundries, railroad freight yards, all are visible in this striking panorama. The High Level Bridge is within short walking distance from the Square.

THE RAILROAD

The first railroad in Cleveland was built along Lorain street in 1834. It was constructed upon wooden stilts which survived long after the railroad had become a memory.

The second attempt resulted in giving Cleveland its first steam railroad, the "Big Four." In 1845, enterprising citizens began to push the work forward. With great difficulty money was raised and work begun.

First locomotive and "pleasure car," on Erie and Kalamazoo Railroad, 1837

On a bright autumn morning about a dozen men gathered together to begin the work of building the railroad. Alfred Kelley, the president of the road, turned the first shovel-full of earth, amid the applause of the spectators. Funds were lacking, so the work could not be pushed through to completion. All that fall and winter one man was kept at work on the enterprise, simply to hold the charter, with the hope of pushing things to completion later. One day the laborer fell ill with rheumatism, and it looked as though the project would fail. President Kelley called a meeting, at which the doors of the hall were locked until everyone present was converted to the idea of building the road. Construction went forward again, and on February 22, 1851, the first train was run from Columbus to Cleveland, bringing the members of the legislature, state officials, and many prominent citizens.

The road proved a success from the start. Late in the fifties the division from Galion to Indianapolis was opened and the name became "The Cleveland, Columbus, Cincinnati, and Indianapolis Railroad." In 1889 it was merged into the great system known as the "Big Four."

Another of the early railroads was the Cleveland and Pittsburgh Railroad. This road had its beginning on January 12, 1836, when a meeting was held at Hudson "for the purpose of devising means to construct a railroad from Cleveland to Pittsburgh." Financial difficulties held up work until April, 1848, when the citizens of Cleveland voted to subscribe $100,000 to aid the enterprise. The road from Cleveland to Hudson opened in February, 1851. Connections were finally made with Pittsburgh in 1852. In 1871 the road was leased by the Pennsylvania Railroad.

The Cleveland & Mahoning Valley Railroad was chartered in 1848. After many difficulties had been overcome, the line was opened in 1857, giving Cleveland and lake ports access to the rich coal fields of the Mahoning Valley. The road passed through several consolidations, and is now owned by the Erie system.

The Cleveland and Toledo Railroad, formed in 1853 by consolidating existing lines, and the Cleveland, Painesville & Ashtabula Railroad, chartered in 1848 and first operated in 1852, were among the lines which were later consolidated into the New York Central system.

Other small lines were formed, and later absorbed by the great systems. The present "Nickle Plate" was unique in that it was not formed by consolidations, but was built as a through line from Buffalo to Chicago via Cleveland and Fort Wayne. It was chartered in New York, April 13, 1881, and opened for traffic on October 23, 1882. Some 523 miles of track were built and equipped in less than eighteen months, constituting a record in railroad construction.

Thus the railroad came to Cleveland. It required heart-breaking work on the part of the far-sighted leaders of Cleveland's business life. The early trains were not very comfortable, nor did they travel as rapidly as the palatial trains of today. An early city ordinance stated that a safe speed within the city limits was five miles per hour. In spite of the discomforts of travel, the railroad soon proved its usefulness, and contributed greatly to the growth of the city during the industrial expansion which followed the Civil War.

CLEVELAND'S NEW UNION STATION

The old terminal, tucked away in a hollow, at the foot of West 9th street hill, has served Cleveland in the capacity of a union passenger station for more than sixty years.

Built when Cleveland was little more than a village, its accommodations, long ago were outgrown. Its location in a district given over largely to industry, has subjected passenger train movement to the interference of freight operation and vice versa, depriving both freight and passenger traffic of the space each required for expansion of facilities.

A new union station—imposing, convenient from the standpoint of location, and separated from freight operation—is now being built. Accommodating both steam and interurban rapid transit services, it will occupy a site of approximately thirty-one acres adjoining the Public Square.

A monumental building, with tower soaring fifty-two stories high, 708 feet above the concourse level—the second tallest office structure in the world, by the way—will be the central feature of the terminal construction facing the Square. The Hotel Cleveland forms the right wing of this construc-

New Union Passenger Station now being erected on the Public Square at the cost of many millions. This vast depot will facilitate the handling of the thousands who come to Cleveland via the railroads

tion. Another building, harmonizing with the hotel in design and construction, will form the left wing.

The tower will rise from out a group of classic buildings, its summit visible from every part of Cleveland. The tower, 98 feet square, changing to the circular at the thirty-seventh floor, will culminate in a picturesque pyramidal crown. This massive shaft will be pierced by arches and embellished with butresses and turrets.

The tower building will extend south to the new Prospect avenue, to be constructed over the Terminal. From Prospect avenue a central court will extend back to the southerly face of the tower proper. From the entrance at Prospect avenue an arcaded passageway will lead to the imposing main entrance on the Public Square and to the building elevators. The distance between the two entrances will be about 260 feet. The Public Square entrance will have five arches leading into a large entrance portico, about 150 feet wide and 50 feet high, from which easy access may be had to all station facilities, including the station concourse and two arches leading into two side lobbies which will connect with commuter and rapid transit facilities.

Plans show five station entrances, so arranged as to be convenient to the public from all directions. There will be ramps leading to station facilities, the latter so located that a passenger may make the trip to the train with practically no retracing of steps. As one enters the ticket lobby at the northerly end of the station, the first thing encountered will be the information booth. On the right will be the ticket windows and beyond them the train concourse from which stairs will lead to train platforms. On the right of the concourse will be the waiting room, baggage room and cab stand.

From the cab stand, passengers can proceed directly to the trains or waiting room or the ticket offices and then to the trains. Passengers arriving on trains will ascend the stairs from the train platforms to the east side of the train concourse and can leave the station by any of the exits.

Both from the standpoint of facilities and architectually, the Cleveland Union Station will be one of the finest in the country. It represents the greatest construction in the history of Cleveland. Contracts were let early in 1926 for construction of the tower building and foundations, the latter including sixty-five caissons, sixteen of them to extend to bedrock. The terminal undertaking in its entirety involves improvements extending about four miles, including a viaduct, two-thirds of a mile long, across the Cuyahoga River and valley and construction of two 100-foot thoroughfares over the terminal area, facilitating movement around the station and relieving Public Square traffic.

Block after block of buildings in the downtown district and on the west side of the river were torn down in advance of excavation and construction. Close to three hundred structures had been razed at the time the tower building contract was let. These included many shacks and tumble-down rookeries, some of them facing directly on the Square and making it impossible to develop the Square as the show place it ought to be. Extending from Ontario street to Columbus and Canal roads and from Superior avenue to Huron road, the operations within the area of the station proper has eliminated what has been described by underwriters as Cleveland's "zone of sweeping conflagration."

The New York Central, Big Four and Nickel Plate will use the station as soon as it is completed. Adequate pro-

vision has been made for its use by other steam roads entering Cleveland. It will be a "through station" for the New York Central and Nickel Plate and a terminus for the Big Four. The operation of rapid transit service within the terminal will remove from the public streets many miles of electric and interurban operation. Steam roads entering the station will operate with electric power from points beyond the terminal limits.

There will be set apart, initially, for the use of steam roads, six island platforms and thirteen tracks. Probably six tracks and six platforms will be allotted for rapid transit and interurban lines. Three tracks on each approach for steam railroad use within the switching limits, with two tracks beyond and two tracks for rapid transit and interurban service throughout the length of the approaches will be constructed initially. Because of the experience of other terminals in other parts of the country where the limit of capacity was reached shortly after new terminal facilities were created, ample space has been allowed for an expansion of facilities within the Cleveland terminal that will care for the transportation needs of the city for many years to come.

The easterly approach to the station will extend to East 40th street, where it will join the rights of way of the Nickel Plate, the Erie and the electric railway that serves the suburban residential district known as Shaker Heights Village. This approach crosses the right of way of the Wheeling & Lake Erie Railroad at the present location of the Wheeling station east of Huron road. The westerly approach extends to the right of way of the Big Four Railroad at about West 25th street and joins the right of way of the Nickel Plate at about West 37th street.

Train platforms within the station will be 29 feet wide, The tracks will be from 1,140 to 1,500 feet in length. There will be in all about 225,000 lineal feet of tracks and 450,000 square feet of platforms. It is estimated the terminal development involves about 3,000,000 cubic yards of excavation, 400,000 cubic yards of concrete and 75,000 tons of steel, 760 lineal feet of street bridges over tracks; 4,425 lineal feet of street viaducts over the station, 4,400 lineal feet of railroad bridges and viaducts.

STREET RAILROADS

Cleveland's first street railroad was built in 1859 by the East Cleveland Street Railway Company. The line originally ran from Bank (now West Sixth) street to Willson avenue (now East Fifty-fifth street). When Lakeview Cemetery was opened the line was extended to that point.

Horse car of 1880

First electric street car in America, on Quincy Avenue, July 26, 1884

During the '70s this line was capitalized at $300,000 and had fourteen miles of track. The Kinsman Street Railway Company was also organized in 1859, and ran cars from Bank street to the Cleveland and Pittsburgh railway on Kinsman. Other street railway companies were as follows: the West Side Railway Company, 1863; the St. Clair Street Railway Company, 1867; the Broadway and Newburgh Street Railway Company, 1873, built to accommodate the men employed in the rolling mills at Newburgh; the South Side Rail-

way Company, 1874; the Woodland Hills Railroad, 1874; and the Superior Street Railway Company, 1875.

These first street railroads used horse cars for transporting passengers. The cars were unheated; the drivers had to stand outside on the platform in all sorts of weather; the schedule was slow and uncertain; an extra horse was needed at the foot of heavy grades. John Stanley, the late president of the Cleveland Street Railway Company, once drove the extra horse up a grade of one of the South Side street railway lines. These first Cleveland street cars resembled Toonerville trolleys, with a whiffletree in place of the trolley, and a horse-driver in place of the motorman of today.

The horse cars were not to last forever, however, and one day the residents of Cleveland awoke to find an electric car traveling over the rails which had resounded to the movement of horses' hoofs. Cleveland was the first city in the United States to use electric cars. This occurred in 1884. Meanwhile consolidations had gone on, and the many lines of the city were united into two great systems. The lines on the east side of the river were united into the Big Consolidated. with Henry Everett at the head, while those on the west side were united into the Little Consolidated, with Mark Hanna at the head of this company. Finally all lines were united under the Cleveland Electric Railway Company.

The Cleveland Electric Railway Company was a monopoly, and operated under a charter issued by the city council. Great dissatisfaction was expressed with the fare charged by this company, the fare being as high as five cents. In 1901, Tom L. Johnson appeared on the scene, as a friend of the people and an advocate of the three cent fare. Tom Johnson and his brother Albert had been interested in street railway companies before the consolidations took place, and the people believed that Tom knew what he was talking about when he said that street railways could be operated profitably at a fare of three cents. After Johnson was elected mayor he began the construction of a three-cent fare line. In May,

1903, the city council passed an ordinance permitting the Forest City Railway Company to build a line on Fulton road and Denison avenue.

After a bitter struggle, the line was finally opened on November 1, 1906, and three-cent cars were operated. In December, 1906, three-cent cars went to the Public Square, and on April 28, 1908, there was a three-cent fare on all lines in the city.

Finally, in 1910, all differences between the city and the street railway company were settled by the so-called Taylor grant. The street railroads of the city are operated by the company and the city in joint control. The rate of fare is fixed on a sliding scale, depending upon the condition of the interest fund. In 1926 this grant was modified to allow the company to charge more than six cents for each fare if the condition of the interest fund warranted so doing. The street railway system of Cleveland today is regarded as one of the best in the country.

RAPID TRANSIT

In 1905, when the Van Sweringen Company began the development of Shaker Village, there was no street car line running to the proposed allotment. The Cleveland Street Railway Company met the need by building the Fairmount Boulevard line. Later it refused to build additional lines, and the Van Sweringen Company was forced to build its own rapid transit lines. On April 11, 1920, the Moreland division of the Rapid Transit was operated and in August. 1920, the Shaker division began operation.

The expansion of Cleveland, predicted by Dr. Goode, will be impossible unless many more rapid transit lines are built. The next few decades will, no doubt, see a rapid development in the field of rapid transit facilities.

CHAPTER FIVE

Surface Features

An examination of the surface on which Cleveland is built reveals four distinct regions: The flats along the Cuyahoga, the delta and lake plain on which Cleveland's

Sketch of the Valley of the Cuyahoga River, showing surface features

business centers, the cliff regions gullied by the brooks, and the heights or uplands.

The Heights

The heights are located in the eastern and northeastern part of the city. South of Euclid Avenue rises a bluff which reaches an elevation of some two hundred and eighty feet above Lake Erie. Near Western Reserve University the bluff turns and runs along Woodhill Road south to the valley of the Cuyahoga. The highest point in the city is located south of the Garfield monument. West of the river the heights are much lower, and nowhere do they attain the elevation of those on the east side.

The heights are particularly well adapted for a residential district, but are a considerable obstacle to all lines of traffic entering the city from the south and east. The great east-west trunk lines are confined to the Erie Plain, between the bluff and the lake, while lines going south and southeast follow the creek valleys.

The Cliff Slopes and Gully Regions

In descending from the heights to the lake plain the many small creeks found in the vicinity of Cleveland have eroded deep valleys and cut many gullies. The steepness of the valley walls has made the land worthless for most uses, but well suited for park purposes.

The Delta and Lake Plain

At one time Lake Erie stood considerably higher than it does today, and the present Cuyahoga valley was a bay extending in from the lake. Where the river flowed into the lake it formed a delta. As the lake gradually receded, it stood at various levels, all of which are today apparent in old beach lines. The delta gradually was built lakeward, so that a deep deposit of sand covers this region today. The old delta forms a triangle, extending from Edgewater Park on the west to Gordon Park on the east, and tapering to an apex in the valley of the Cuyahoga River.

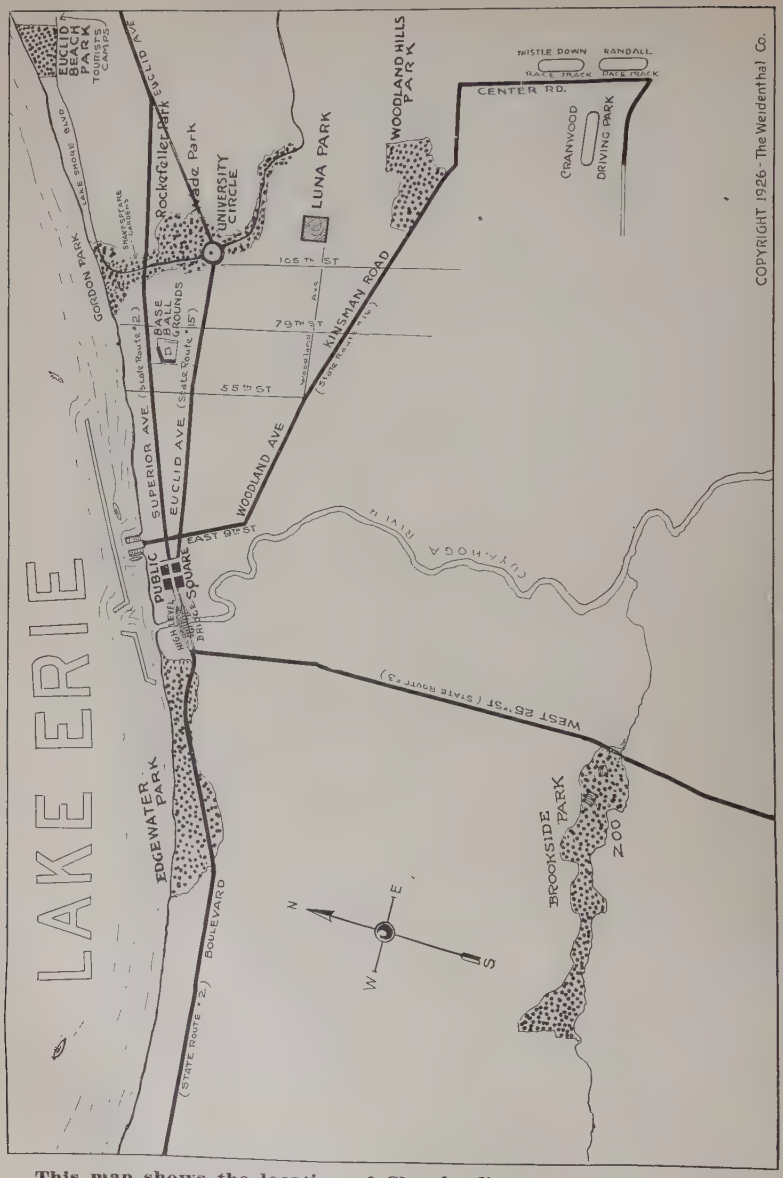
On the smooth sandy delta and lake plain there is every natural advantage for the development and growth of a modern city. The sandy soil offers natural drainage, and reduces the expense in the establishment of sewers, conduits, gas main and water pipes. Danger from quicksand in the construction of buildings is eliminated by building a solid sheath of steel piles about the property, thus shutting out the water. The level character of the plain makes easy the

movement of traffic, and the establishment and building of streets. This region is very well-adapted for retail business.

The River Flats

The flood plains or the flats along the Cuyahoga River are the only lowlands in the city. The meandering Cuyahoga has deposited much silt along its great bends, forming some of the richest lands of this district. This land was the first settled by the early explorers and traders. The cabin of Lorenzo Carter, the first ferryman on the Cuyahoga, stood on the flats a short distance north of the present High Level Bridge, and soon became the trading center and inn for the village.

The low, swampy flats soon proved unhealthy, being responsible for much fever and ague in the first families of Cleveland. A number of the settlers moved to higher ground, some going as far as Newburgh. Docks and warehouses were established at the mouth of the Cuyahoga to take care of the expanding lake trade of the region. The flats proved well adapted for canal construction, and again helped Cleveland to expand commercially. Later, when manufacturing began to increase in Cleveland, the flats proved to be the best location for factory sites. When the railroad came to Cleveland the railroads found the flats of much advantage in the handling and storing of freight. Today this region is occupied by lines of traffic, storage yards, and warehouses, which make it the center of the shipping interests of the city. The lake shipping activities are found largely in the north section of the flats, the great freight depot of Cleveland. South of the shipping district is the manufacturing district, filling the valley of the Cuyahoga and the valleys of the numerous gullies and creeks emptying into the Cuyahoga. This region is one of the great workshops of Cleveland.



This map shows the location of Cleveland's parks and boulevards, privately owned recreation parks, ball grounds and race tracks

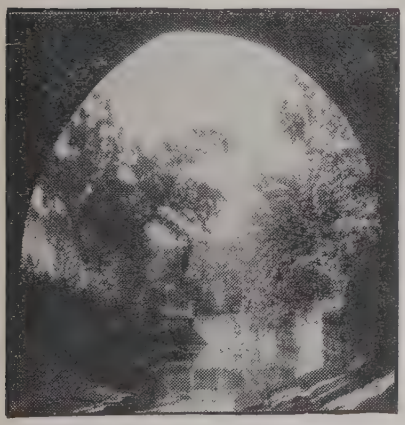
CHAPTER SIX

Recreation Centers

PARKS, BOULEVARDS AND PLACES OF AMUSEMENT

No city in America has a finer system of parks and boulevards than Cleveland—a system thoughtfully planned under the administration of many of Cleveland's mayors.

A large number of private citizens co-operated with city officials, giving of their time, energy and property to the beautification of the city's natural park and boulevard areas. A great girdle of parkways and drives extends about the city, leading through picturesque and historic valleys and woodlands. There are more than 20 large public parks and close to 50 miles of paved boulevards. The total comprised in this great system is 2,420 acres.



A picturesque spot along the lower Boulevard near Gordon Park

Playgrounds, tennis courts, baseball diamonds, golf courses, skating ponds, dance halls, beaches, lakes, monuments, gardens, picnic grounds, zoological properties, unfold to the eye of the traveler over the Cleveland boulevards—a panorama of beauty and recreational charm.

The part which Cleveland's parks have played in developing love of its dwellers for the out-of-doors is expressed in figures which tell of gatherings of 100,000 in natural amphitheaters such as Brookside Park and Wade Park afford, to witness celebrations, athletic events, and other exhibitions. Sport facilities to be used to the utmost—there were more than 30,000 registred athletes participating in organizd amateur sports in the city in a single year, 10,000 of them using the baseball diamonds.

A glimpse of Lake Shore Boulevard east of Gordon Park

ROCKEFELLER PARK

Rockefeller Park, East Side, is a 280-acre park lying between Gordon and Wade Parks on the boulevard system. Rockefeller Park was the gift of John D. Rockefeller and has become one of the city's favorite playspots. Spacious lawns, tennis courts, and a beautiful small lake for boating are offered at Rockefeller. Payne avenue car direct from Square, twenty-five minutes, or transfer from any East

Side car line, east and west bound, to East 105th street cross-town line.

A corner of Rockefeller Park, showing lake and pavilion

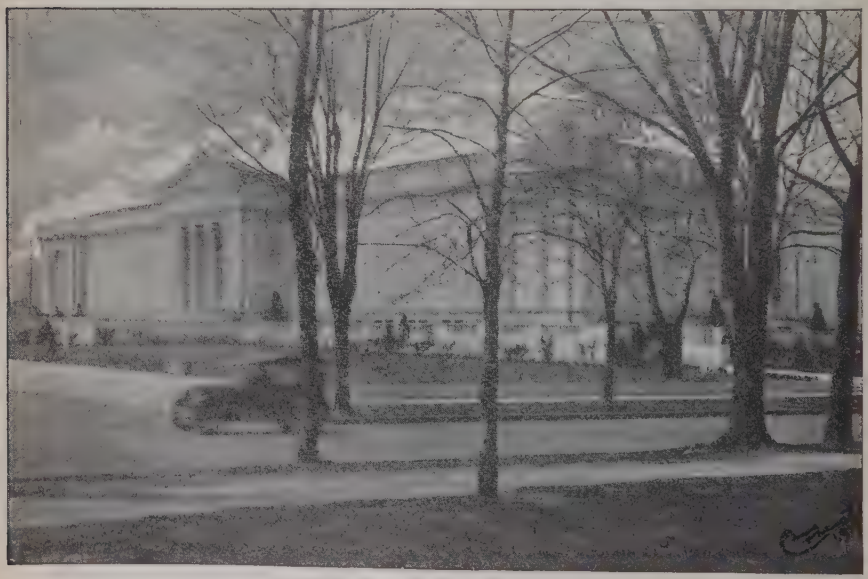
WADE PARK

Wade Park, East Side, extends from Euclid avenue at University Circle northward to Rockefeller Park and covers 86

The lake in Wade Park forms a natural amphitheater. The church in the background is the Amasa Stone Memorial Chapel on the campus of Western Reserve University, opposite Wade Park on University Circle.

acres. A splendid natural amphitheater, encircling a lake, is one of the features of Wade Park which draws many thousands to this attractive spot to hear out-of-doors concerts and to witness celebrations, winter and summer. Here also is located the stately Museum of Art. Near the the Museum is a rose garden laid out in formal design. In Wade Park are the Goethe-Schiller Monument, Kosciusko Monument, Harvey Rice Monument, Marcus A. Hanna Mounment and the Milan R. Stefanick Monument.

The Rose Garden in Wade Park contains many species of roses and in the summer it is a riot of color



The Cleveland Museum of Art, a magnificent building of Georgian marble, is located in Wade Park. Additional views, both interior and exterior, and a detailed description of the Museum are found elsewhere in this volume

Goethe and Schiller

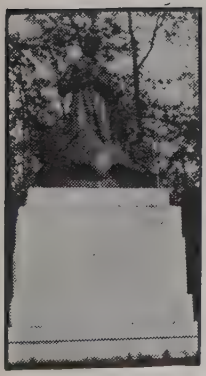
Erected by Americans of German descent.

Marcus A. Hanna

Erected by friends and fellow citizens

Kosciusko

Erected by Polish people of Cleveland



Gen. Milan R. Stefanick

Erected by Cleveland Slovaks.

Kossuth

Erected by Cleveland Magyars

These monuments are all located in Wade Park

Shaded walks, great trees, gardens, children's playground, boating and skating, are all to be found at Wade Park, the gift to the city of the estate of J. H. Wade, one of Cleveland's outstanding citizens of the early days. All east bound Euclid cars from Square, twenty-five minutes.

SHAKER LAKES PARK

At the site of a Shaker colony in days long gone, Shaker Lakes Park is one of the most attractive of Cleveland's outdoor recreation spots. The lower Shaker Lake has a municipal boathouse and a canoe club house, and is the scene of annual canoe tournaments. A refreshment stand, swings, tennis courts and picnic grounds surround this picturesque lake. The upper lake is fringed with a number of beautiful estates, in this exclusive residence section of the Heights. Take Euclid avenue car marked "Fairmount Boulevard" and get off at Fairfax road.

LIBERTY ROW

A boulevard parkway, marked by an avenue of red oaks, dedicated to the memory of 835 Cleveland soldiers who gave their lives in the World War. Extends nine miles from Lake Erie's shore at Gordon Park through Rockefeller, Wade and Ambler Parks to Shaker Heights. One of the most attrac-

One of many artistic bridges along the lower Boulevard which leads from University Circle to Lake Erie and Gordon Park. An attractive and beautiful auto ride. The 835 red oaks dedicated to the Cleveland soldiers who gave their lives in the World War are planted along this drive

The historic Soldiers' and Sailors' Monument, which contains many records and relics of war days, is located on the Public Square. It is always open to visitors.

In the rear of the monument at the right is the Federal Building and left rear the Society for Savings Building. Next is the Chamber of Commerce Building.

tive automobile drives to be found in any city—a panorama of striking beauty.

PUBLIC SQUARE

Cleveland's Public Square is the hub and the heart of the city, the spot known to every traveler the city has ever entertained. From this central square (which has been a public place since Cleveland's establishment in 1796), located a short distance from the lake front and the Cuyahoga River, the principle streets radiate like the spokes of a wheel. The Square covers 4.4 acres in the downtown business district, with four main divisions, traversed by walks and circled by street car lines. The historic Soldiers' and Sailors' Monument, which contains many records and relics of war days, occupies the center of the Square. A monument to Tom L. Johnson, the most famous of Cleveland's mayors, stands in the northwest section and a monument to Moses Cleaveland, founder of the city, is in the southwest section. Fountains and trees beautify this Square, which is so closely identified with the romantic story of the city's progress through the years, and at which there is now being erected a mammoth central railroad station, to tower high above the skyscrapers which now enclose the area.

The Cleveland Zoo, a splendid collection, is located in Brookside Park. Many acres are devoted to the collection, which is at all times open to the inspection of visitors.

BROOKSIDE PARK

Brookside Park, South Side, main entrance at Denison avenue and Fulton road, covers 159 acres of woodland and valley. Has a natural ampitheatre, with a capacity of 150,000. The Cleveland Zoo, a splendid collection, is located in the park center. A swimming pool, accommodating 1,500 bathers, tennis courts, baseball diamonds, an artificial lake for boating and ice skating, children's playgrounds, refreshment booths, are among the park's features. Reached by street car, from Public Square, marked "Denison East" or "Denison West" or "West 25th Through," twenty-five-minute ride.

WASHINGTON PARK

This beautiful parking area, with its dense forest and deep ravines is located on the south side along Independence road, opposite Fleet avenue. Take East 55th street cars or Harvard-Denison by transfer from Broadway cars.

In this park there are immense playgrounds for children, skating ponds, tennis courts and baseball diamonds. It is said to excell many other parks in spacious natural scenery. It comprises 121 acres.

GARFIELD PARK

This park covers 219 acres and is located on the south side between Broadway and Turney road. It may be reached by Broadway cars or Northern Ohio Traction cars or buses.

Here you will find two beautiful lakes, providing rowing and skating; also swimming pools, cricket fields, soccer and football grounds, as well as tennis courts, baseball diamonds and children's playgrounds. With its beautiful wooded and lawn areas, the park is near the ideal.

The magnificent Municipal Bathing Pavilion and extensive sandy bathing beach at Edgewater Park. During the summer months, thousands find pleasure in the cool waters of Lake Erie.

EDGEWATER PARK

Edgewater Park, West Side, fronting 6,000 feet on Lake Erie, is a fine lake park, with a beautiful large bathing pavilion and extensive beach, athletic grounds, children's playgrounds, a dance pavilion, skating rink, refreshment booths. The bathing pavilion commands an excellent view of the city's curving lake front, stretching from the high bluffs of Rocky River on the west to Euclid Beach Park, far to the east. A statue of Richard Wagner is located in this park. The west lake shore automobile boulevard leads through the park, which is also reached by street cars from Public Square, marked "Clifton-Lakewood," a twenty-five-minute ride.

SHAKESPEARE GARDEN

Cleveland's Shakespeare Garden, established on the three hundredth anniversary of the master-poet's death, is one

The Shakespeare Garden situated on the Upper Boulevard at North Boulevard, near Superior avenue, has attracted nation-wide attention

of the outstanding features of the city park system. It is located on the upper drive of the East Boulevard, about midway between St. Clair and Superior avenues. The garden proper is linked with the lower driveway by a ramp. This leads to the Marie L. Bruot Memorial Gateway, which serves as the main entrance to the garden from the lower boulevard and is also the doorway to a pastoral theatre with grassy stage and shady slopes for spectators. This theatre has been arranged for the special production of such plays as "Midsummer Night's Dream" and "As You Like It." The garden contains roses from the traditional tomb of Juliet at Verona, a scion of the mulberry planted by Shakespears at New Place, a sun dial which is the gift of Robert Mantell, and trees planted by Daniel Frohman, Julia Marlowe, E. H. Sothern, Otis Skinner, Effie Ellsler, Edwin Markham, William Butler Yeats, Mrs. Joyce Kilmer and other celebrities. Mr. and Mrs. Sothern participated in the celebration at which the garden was established in April, 1916, and on that occasion planted two American elms at the entrance gates.

The stage of the Pastoral Theatre located in the Shakespeare Garden

The Marie L. Bruot Memorial Gateway, Lower Boulevard, main entrance to the Shakespeare Garden.

Other features are in contemplation and the city park department has been developing and improving the Garden through the passing years. A group of young sycamore-maple

The Gordon Park municipal bathing beach is a popular spot during the summer

trees just south of the upper boulevard entrance will ultimately be a miniature Birnam wood, as the trees are of stock furnished from Scotland, actual descendants of one of the last two survivors of the ancient forest that moved upon Macbeth's fortress castle a thousand years ago. The other survivor, a tall old oak, is also represented in the city. A limb of the old tree presented to the city has been made into a chair of an antique English pattern.

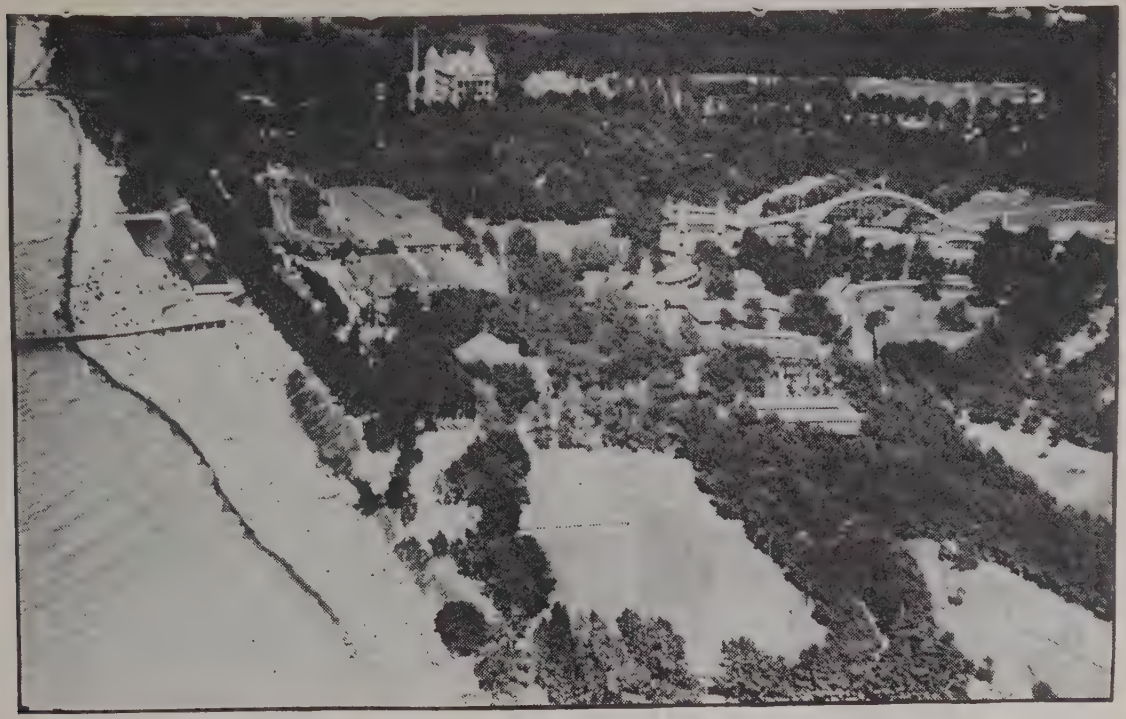
GORDON PARK

Gordon Park, on east lake shore, covering 113 acres of beautiful landscape, is noted for its broad lawns and impressive trees, hills and dells, boulevards and by-paths, bathing and boating, with a lagoon for launches and other small craft, athletic fields, picnic ground, refreshment booths, fishing piers. In this park is the old statue of Oliver Hazard Perry which was originally located in the Public Square. Transfer from any east-bound street car to E. 79th cross line going north.

THE ELYSIUM

Euclid avenue at East 107th street, facing University Circle. Artificial ice skating rink, the largest of its kind in the world. Hockey matches during the winter season. The Elysium is owned and operated by the Humphry Co., who also own and operate Euclid Beach Park. Reached by all Euclid avenue street cars.

Open from November 1 to April 1.



Euclid Beach Park, on the shore of Lake Erie, 8½ miles east of Cleveland. A beautiful privately owned recreation park with all sorts of amusement features. To the left can be seen the fine bathing beach visited by thousands during the summer. In the upper right is located the tourists' camp, ideally situated on a large grassy lawn, under magnificent shade trees. Tourists who come to camp over night usually spend several days in this fine, restful and complete camp.

EUCLID BEACH PARK

Euclid Beach Park is a great privately owned recreational amusement park, on the shore of Lake Erie, 8½ miles east of Public Square.

All sorts of entertainment features are offered for children and adults, including fields for sports, fine bathing beach and pavilion, boating service, fishing pier, a fine dancing pavilion, roller skating rink, motion picture theater, roller coasters, circle swings, baseball and athletic fields, merry-go-rounds, etc. There are excellent restaurant facilities, shady picnic grounds, grassy lawns and many other features which go to make up a resort for overyone,—nothing that can demoralize or depress.

Euclid Beach Park is also noted for its fine tourists camp. Here the tourist will find every convenience for his comfort and enjoyment. The tourist can either use his own tent, or one furnished by the park, containing electric lights, gas for cooking and other conveniences. Tourists who have visited similar camps claim that it is one of the most complete tourist camps in the United States.

Street cars east-bound on any line transfer to the East 105th street cross-town line, cars marked "Euclid Beach," or "Euclid Beach" cars on St. Clair avenue direct from Square.

Season usually May 1st to October 1st.

LUNA PARK

The fame of Luna Park, Cleveland's fairyland of pleasure, is known throughout the country. It is one of the largest amusement resorts between New York and Chicago.

Musical comedy revues, band concerts, fireworks, dancing, swimming and skating, as well as a hundred amusement devices, make up the Luna fun producers. Hundreds of picnics and outings are held at Luna Park during each season.

Hundreds of picnics and outings are held at Luna Park during each season. Season usually from May 15 to Oct. 15.

Take car at Public Square, marked "Scovill-Luna Park," or any east-bound car to East 105th street, transfer to cross-town line.

DUNN FIELD

The Cleveland American League Baseball Park, at East 66th street and Lexington avenue. Its capacity of approximately 35,000 is often taxed at American League games.

Dunn Field has a capacity of 35,000

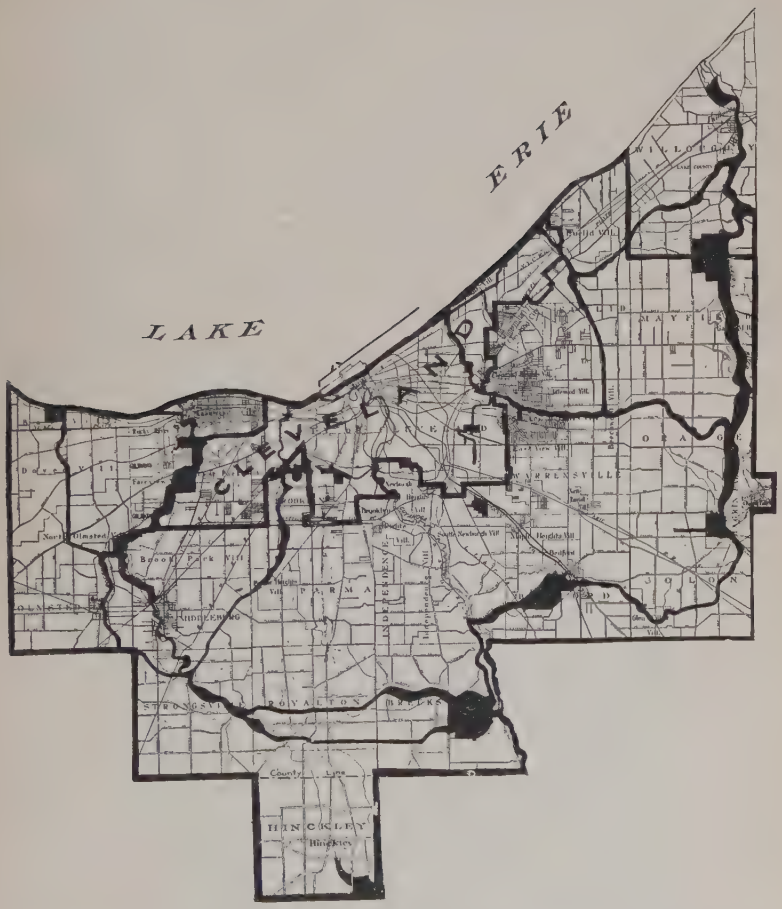
Other athletic events are staged also at this stadium. Reached by Payne avenue cars and Wade Park cars from Public Square. A short walk north from Euclid avenue on East 66th street.

THE METROPOLITAN PARK SYSTEM

Supplementing the territory covered by the city park system, a Metropolitan Park District is now being extended around the county. It is intended that the Metropolitan Park system come into being as a progressive project which, as time goes on, shall be supplemented by additional and related projects when changing conditions make them necessary.

The first project is that now being carried out. It provides for a belt of parks and parkways about the city's three landward sides, extending for a distance of some 90 miles, with park spaces and ways along a number of radial routes, connecting the belt with boulevards of the city proper.

In general the park belt follows the Chagrin River on the eastern side of the Metropolitan area, Tinkers and Chippewa

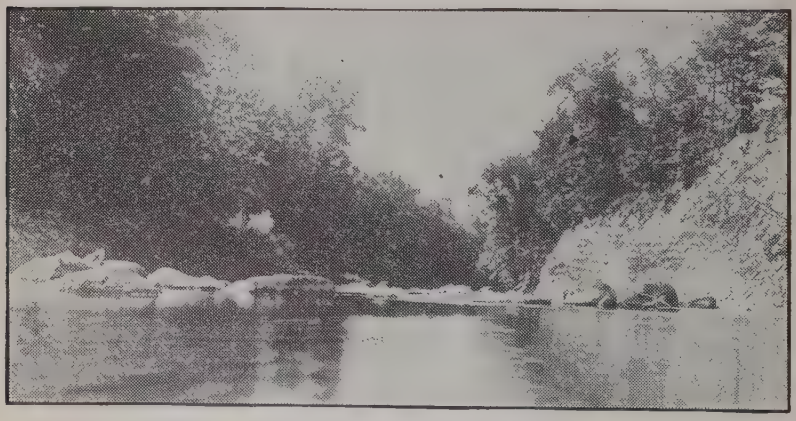


The Metropolitan Park System. The shaded areas outside of Cleveland are the reserves of the Metropolitan Park Board. Boulevards connect the Metropolitans reserves with the city park system

Creeks on the southern, and Rocky River on the western. The development along Big Creek, notably in Parma, is one of the radial routes, and the acquired lands in the Euclid Creek Valley touch another possible route of that kind.

A number of compact areas of considerable extent have been acquired. The reserve on the left bank of the Chagrin near the Mayfield-Willoughby line contains about 1,200 acres. That ten miles farther south near Chagrin Falls has about 700 acres. There are more than 1,000 acres in the reserve near Bedford in the glen of Tinker's Creek.

In the Brecksville reserve along Chippewa Creek there are perhaps 1,600 acres. In the Rocky River Valley northward from the confluence of the two branches of that river there have been acquired about 2,000 acres. The Hinckley reserve just over the line in Medina County now has about 500 acres. The Huntington tract, lately brought under control, is a lake shore property of 100 acres in Dover west of the area described by the belt. Lands acquired and controlled for purchase by the Park Board have an aggregate area of 9,000 acres.

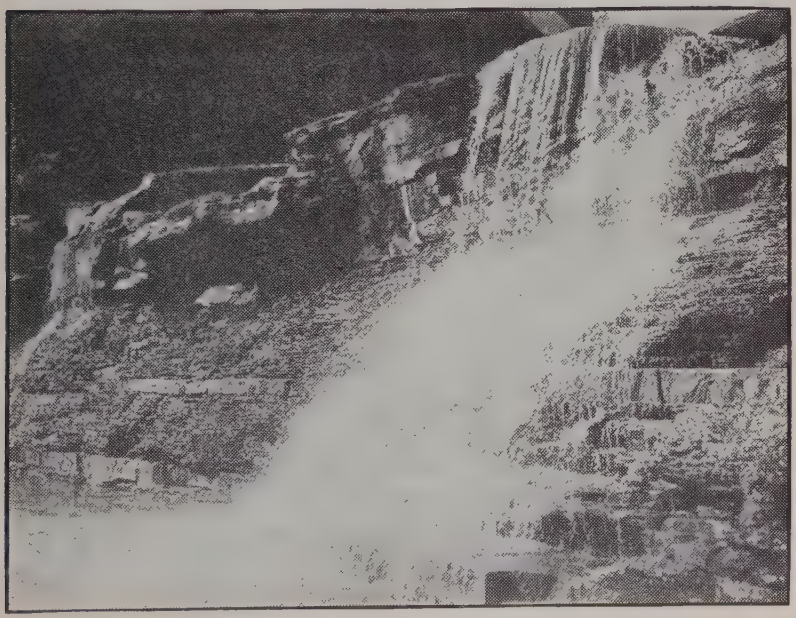


Scene along Euclid Creek

Certain problems of legislation must be worked out before the Park Board can realize all the plans which it has for the future. Park spaces or reserves cannot be connected by park-

ways until the Park Board is given statutory power to deal with this situation economically. Rise in land values hampers the Board in acquiring new lands. These and other problems must be solved before the Park Board can function as it should. With the solution of these problems Cleveland will have a splendid belt of parks and parkways about the landward sides of the city.

Included in the Chippewa Creek stretch of valley and hillside forest land near Brecksville is a 300-acre stretch of woodland set aside by the Metropolitan Park Board as a memorial to the late Harriet L. Keeler, former superintendent of Cleveland Schools. The tract, known as the Keeler Memorial Woods, serves as a fitting memorial tribute, as Miss Keeler was the author of the following works: "Wayside Flowers of Summer," "Our Garden Flowers," "Our Native Trees and How to Identify Them," "Our Northern Au-



Chagrin Valley. Falls in Chagrin River

tumns," "Our Northern Shrubs and How to Identify Them," "Wild Flowers of Early Spring."

Miss Keeler's life was spent in educational service in Cleveland as teacher, assistant principal, supervisor and superintendent of schools. During leisure periods Miss Keller studied nature, and her work in this field won her nation-wide recognition. Her work on trees is a text book in the United States Forestry School. Miss Keeler's death occurred on February 12, 1921, at Clifton Springs, N. Y. She was 76 years of age. In 1870 Miss Keeler was graduated from Oberlin College and after graduation came to Cleveland. In 1871 she became supervisor of primary grades in Cleveland schools. Seven years later she became identified with the new Central High School and was active in the conduct of the school until 1908, when she resigned with the purpose of retiring from active school duties. In 1912, she was prevailed upon to accept the post of Superintendent of Schools for the period extending from January until September. Of all her works on nature, "Our Native Trees" is the best known. It was this fact that suggested to a group of her friends, following her death, that a stretch of forest land containing all the trees which she described would be a suitable memorial, and the Metropolitan Park Board adopted a resolution agreeing that "in commemoration of the life and services of Harriet L. Keeler, a suitable tract, within the Cleveland Metropolitan Park system, shall be set aside to be known as 'The Harriet L. Keeler Memorial Woods' and that a committee of five citizens shall be appointed to co-operated with this Board in the selection, planting and development of the same." Funds for a

The Late Harriet Keeler

suitable memorial boulder to be placed at the entrance to the woods and for labeling the tree specimens were raised by the Keeler Memorial Committee, of which Miss Mary E. Adams was chairman. The following were members of the first board of trustees: Charles H. Coit, Edward L. Harris, Mrs. Malcolm L. McBride, Ida P. McKean, Belle Sherwin. A memorial inscription written by Dr. Charles F. Thwing, president emeritus of Western Reserve University and member of a late Keeler Memorial Board, concludes as follows:

"She liveth as do the continuing generations of the woods she loved."

CHAPTER SEVEN

Amusements

Playhouse Square with its array of modern and marvelously beautiful theaters is a civic development that is unsurpassed by any city in the country. Inasmuch as Cleveland has been a center of theatrical achievements for many decades, the group of splendid structures which have given Playhouse Square its name may be regarded as the opening of a new and brilliant chapter in a theatrical and amusement history which

Cleveland's famous "Playhouse Square," in the heart of the shopping district, Euclid avenue and E. 14th street. The theatres in this district have an aggregate seating capacity of 12,000. The tall building in the rear to the left is the Keith Building, the ground floor of which is occupied by B. F. Keith's Palace. Next is Loew's State, then the Ohio, then the Allen. The Hanna Theatre is located in the rear of the Hanna Building, the tall building to the right

has its far beginnings in the very dawn of the previous century.

When Cleveland was a tiny village, so the record states, it witnessed its first show. "Douglas" was the name of this histrionic effort. It was given by a troup of traveling players in the year 1820 in the ballroom of Cleveland House, a tavern which occupied the very site of the present day palatial Cleveland Hotel on the Public Square. The elder Booth, Forrest and Davenport were frequent visitors in the years that followed, but a substantial and permanent foundation for Cleveland's theatrical growth came with the establishment of the John Ellsler Stock Company, which began its brilliant career at the Academy of Music in 1852. The organization housed in this old structure served as a school for many who later went forth to conquer the Nation as stars in the theatrical firmament. Clara Morris rose from the chorus to stellar endeavor by dint of effort in stock productions of the Academy. Effie Ellsler, daughter of John; James O'Neill, father of the playwright, Eugene; the Booths, Barrett, and all the rest visited the old house, which still stands. The structure, now used for commercial purposes, is located on the east side of West 6th street, just south of St. Clair. The Opera House erected by John Ellsler at Euclid avenue and old Sheriff street in 1875 followed naturally in succession, as the city's chief center of theatrical endeavor. This structure was torn down a few years ago.

"Playhouse Square," Cleveland's present theatrical center, in the heart of Cleveland's shopping district, is located on Euclid avenue, between East 14th street and East 17th street. The theatres located here have an aggregate seating capacity of 12,000. Besides these playhouses there are several others scattered throughout the city.

Whether it be legitimate plays, vaudeville, musical comedies or moving pictures, Cleveland show houses present the best of the theatrical talent of the nation.

B. F. Keith's Palace, Euclid avenue at E. 17th street, is declared to be the finest in the world. It occupies the ground floor of the 21-story B. F. Keith Building. Pictured above are: Corner of Art Salon, top left; Smoking Lounge, top right; another corner of Art Salon, center; Ladies' Suite, bottom left; another view of Art Salon, bottom right

DRAMATIC AND VAUDEVILLE

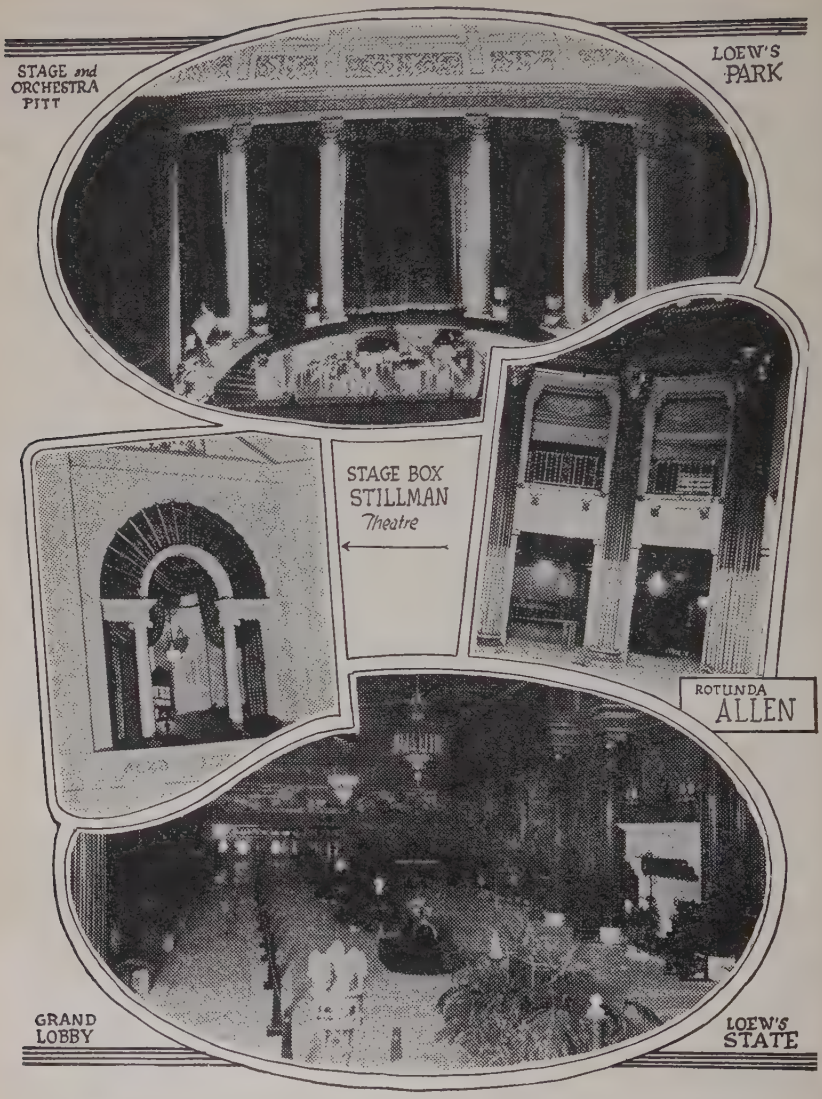
B. F. KEITH'S PALACE

The most recent addition to Cleveland's theater row is Keith's Palace, occupying the lower floor of a 21-story building. It is declared to be the finest in the world.

Solid arches of Breche-Opal Italian marble, Louis XVI divans, a Marie Antoinette commode, topped with Algerian marble, bronzes and famous paintings meet the eye in the spacious lobby. The interior furnishings and appointments make this theater a veritable art museum of treasures, and represent the carrying out of a vision supported for many years in the thoughts of E. F. Albee, president of the Keith circuit.

On the mezzanine there is a profusion of Louis XVI mirrors resting on elaborate consoles. Large Chinese vases are scattered along this promenade. The gold bronze and black Empire railings between pillars attract the eye and the exquisite taste of even the average observer is held in rapture at the art productions. The first picture encountered on the mezzanine is the "Mother and Child," by Lillian Genth, an American artist, whose pictures are found in most of the prominent galleries in America. "The Reprimand" is by Jehau Georges Vibert, whose paintings brought as high as $25,000 at public sale in America 20 years ago. Three notable paintings in the main lobby are "Forest Scene in Ville d'Avray," by Jean Baptiste; "Clearing After a Storm," by William T. Richards; and the flaming "Tete Rouge" of Jean Jacques Henner, recognized as a specialist in the portraits of red haired women.

The B. F. Keith building itself, 21 stories in height, is a monument to the founder, and its lily-white walls add charm and elegance to upper Euclid, and is visible from long distances.



Cleveland's motion picture theatres are noted for their exquisite decorations, large seating capacity and spacious entrance foyers. Three of the above houses are located in "Playhouse Square," while the fourth, "The Park Theatre," is located at Euclid and East 105th street.

THE OHIO THEATER

The Ohio Theater, "Playhouse Square," seats about 1,400 people and is noted for its attractions, and also for the architectural design. Thomas Lamb has here blended hospitality and home-like spirit which is heightened by Philip Garbo in his painting. It is confidently stated that no dramatic theater in America, if in the world, can boast of a promenade so palatial. The entire structural and decorative treatment is in the period of Italian Renaissance, from the outer lobby with its ceiling of Venetian blue to the splendid Roman Mosaic, crowning the proscenium arch. The main foyer gives sweep and scope. The three murals adorning the walls of the foyer are the work of Sampitrotti, Italian artist, whose paintings are to be found in many of the finest buildings abroad. The artist took for his theme the classic cycle of Venus, Her Birth from the Waves (west wall), Her Triumph (east wall and Her Consecration (south wall). The auditorium itself is treated in XIV Century Venetian decorative scheme and coloring. The house was dedicated on St. Valentine's Day, 1921.

HANNA THEATER

The Hanna Theater, on East 14th street, near Euclid avenue, is another fine theater at "Playhouse Square."

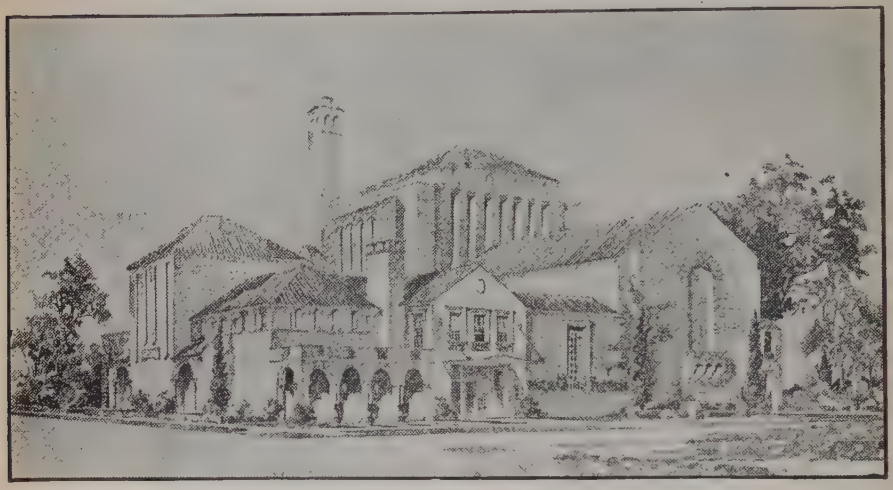
THE PLAY HOUSE

The Play House was organized in 1915, during which year it played in a barn in the Drury gardens, at 86th street and Euclid avenue. In the following year it moved to a church at 7298 Cedar avenue. In the spring of 1927 the Play House moved to its present location, on Drury Lane between Carnegie and Euclid avenues.

The Play House represents the "little theatre movement" in Cleveland. It is one of the best exponents of this movement to be found in America. Each year twelve new productions

are presented. In addition a number of revivals are given.

At the Play House one may see dramatic works rarely found in the commercial theatres. The Play House is not operated for profit. It presents annually plays by leading American and foreign playwrights.



The Play House

The Play House is a theatre which is unique and modern, designed to accommodate the needs of a resident repertory theatre. The building comprises two theatres, one seating five hundred people, the other two hundred. In the former the Play House maintains its regular program of important and distinctive plays, reverting occasionally to the repertory system so that the best of its work may be preserved.

The smaller or "studio" theatre is used for purposes of experimentation in the arts of the theatre and playwriting; as a laboratory for the training of a student personnel; and as a stage for the preservation of plays of especial or classical distinction. It also serves as a marionette and children's theatre. The highly specialized program of the "studio" is an integral part of the main Play House program, and its significant purpose is to provide new understanding and to promote improved standards in productions and in repertory.

MOTION PICTURE THEATERS

Cleveland has a number of moving picture houses that are as fine as any in the country. Among these are the State and the Allen, at "Playhouse Square," noted for their exquisite decorations and large seating capacities. Both have spacious entrance foyers and large orchestras. The Stillman, on Euclid avenue, just a few steps from "Playhouse Square," is one of the first and finest of Cleveland's motion picture show places.

Following are listed principal theaters of Cleveland, with their locations and type of entertainment:

Dramatic

Hanna—East 14th street and Prospect avenue.
Ohio—Euclid avenue and East 14th street.

Vaudeville

Keith's Palace—Euclid avenue at E. 17th street.
Keith's 105th Street—Euclid avenue at E. 105th street.
Reade's Hippodrome—720 Euclid avenue.

Motion Picture

Lowe's Allen—Euclid avenue at E. 14th street.
Loew's State—Euclid avenue at E. 17th street.
Loew's Mall—Euclid avenue and Superior at E. 3rd street.
Loew's Park—Euclid avenue at E. 105th street.
Loew's Stillman—1111 Euclid ave. (next to Hotel Statler).
Cameo—Euclid avenue, near E. 6th street.

Burlesque

Bandbox—E. 9th street at Chester avenue.
New Empire—2179 E. 9h street.
Columbia—E. 9th street and Prospect avenue.

Hotel Cleveland, New Amsterdam, Hotel Statler, Hotel Murphy, Hotel Euclid

CHAPTER EIGHT

Hotels

Cleveland's hospitable and friendly spirit is exemplified by its numerous and excellent hotels, offering every conceivable accommodation and service to the visitor.

Even such large gatherings as that which came to the city when the Republican National Convention was held here in 1924 are taken care of with skill and courtesy by Cleveland's hotel executives.

Delegates to conventions in this, the "convention city," are favorably impressed with the policy, strictly adhered to, of keeping rates unchanged for hotel rooms and service, even when there is an extraordinary demand.

Six Cleveland hotels alone have a total of 4,000 rooms, each with private bath; numerous smaller hostelries and nine magnificent apartment hotels, together with additional rooming facilities in apartments and dwellings, enable Cleveland to offer every housing convenience to visitors in any number.

THE HOLLENDEN HOTEL

The Hollenden Hotel, one of Cleveland's oldest and largest hotels, covers an entire city block, is thirteen stories high, has a capacity of 1000 rooms, and many combinations of suites, parlors and public halls. The Hollenden is located at Superior avenue and East 6th street, two blocks from the Public Auditorium. This hotel is the home of the Cleveland Automobile Club and the City Club.

Here is another group of Cleveland Hotels — the Winton Hotel, Hollenden Hotel, Colonial Hotel, Olmsted Hotel and Hermitage Hotel

CLEVELAND HOTEL

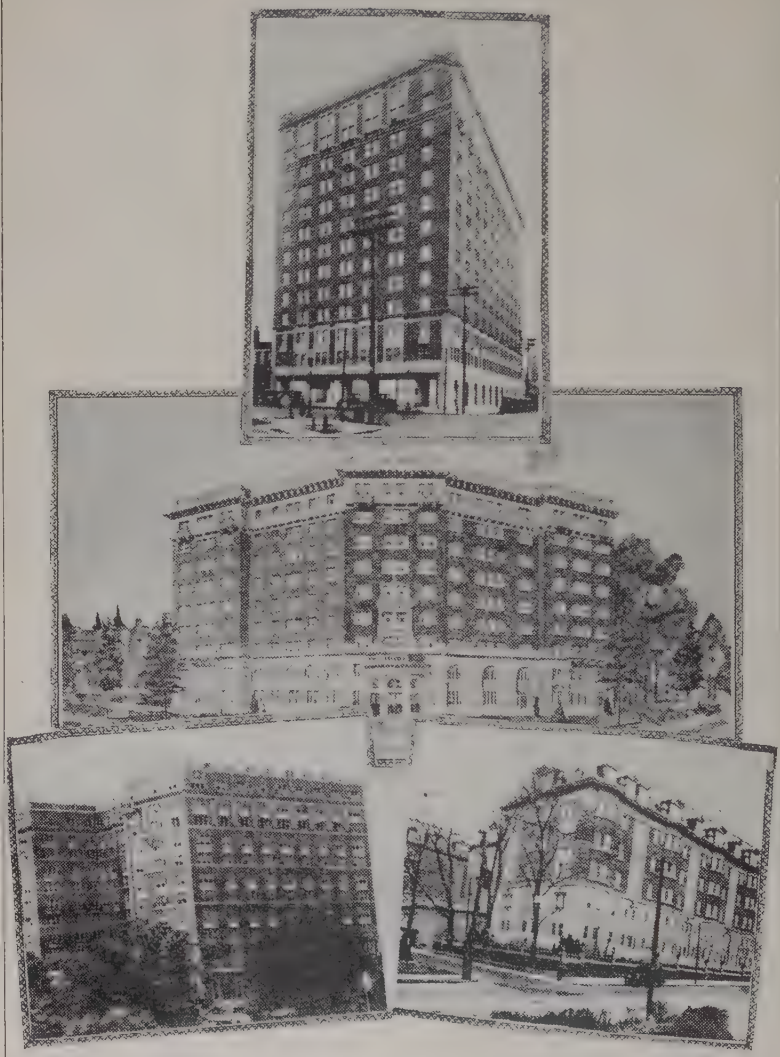
Cleveland Hotel, on the Square, stands on the site of the old Forest City House, rich in the tradition and historic memories of Cleveland's early days. This modern hostelry has 1,000 rooms, all private baths, with servidor service. The Cleveland will form one of the units of the mammoth Union Passenger Terminal Building, now under construction.

STATLER HOTEL

Statler Hotel, one of the well-known chain of Statler houses, is located at Euclid avenue and E. 12th street, close to Cleveland's Playhouse Square theatrical district and the large shopping area. The Rotary Club and other organization holds their meetings here. The Statler offers 1,000 rooms and 1,000 baths, with the distinctive Statler service in all departments.

WINTON HOTEL

The Winton Hotel, named after Cleveland's pioneer automobile man, is on Prospect avenue, just east of Ninth street, and is under management known for attention to all details of tourist or commercial tenants. This is the home of the Aviation Club, Lion's Club, and other organizations meeting regularly at the Winton. It has 605 rooms and baths.



A group of Apartment Hotels, located in the Euclid-E. 105th street district. Fenway Hall, top; Sovereign Hotel, center; Wade Park Manor, lower left; Park Lane Villa, lower right.

ALLERTON HOTEL

The Allerton Hotel, at Chester avenue and E. 13th street, is the largest addition to Cleveland's large downtown hostelries. It provides 575 rooms with ample recreation features besides the other club facilities. The Cleveland Advertising Club and Big Ten Club maintain quarters here.

Other larger hotels situated in the downtown section are the Colonial Hotel, Euclid Hotel, Murphy's Hotel and the Olmsted Hotel.

The larger commercial hotels, with addresses and capacity follows:

	Rooms
Allerton—Chester avenue and E. 13th street	575
Cleveland—Public Square	1,000
Colonial—Prospect avenue, Colonial Arcade	150
Euclid—Euclid avenue at E. 14th street	200
Fern Hall—3250 Euclid avenue	135
Hermitage—1310 Huron road	80
Hollenden—Superior avenue at E. 6th street	1,000
Kennard—St. Clair avenue at W. 6th street	165
Mecca—1862 E. 9th street	120
Murphy's (Gillsy)—1811 E. 9th street	350
New Amsterdam—Euclid avenue and E. 22nd street	100
Olmsted—Superior avenue at E. 9th street	300
Regent—10539 Euclid avenue	150
Savoy—Euclid avenue at 17th street	160
Statler—Euclid avenue at E. 12th street	1,000
Winton—Prospect avenue near E. 9th street	600

APARTMENT HOTELS

Cleveland has a number of modern apartment hotels, situated in the uptown business districts. Four of these hotels, near the busy Euclid-E. 105th street district, face the parkways and are ideally located.

The Wade Park Manor, on E. 107th street at Park Lane, just north of Euclid avenue, and fronting on Wade Park,

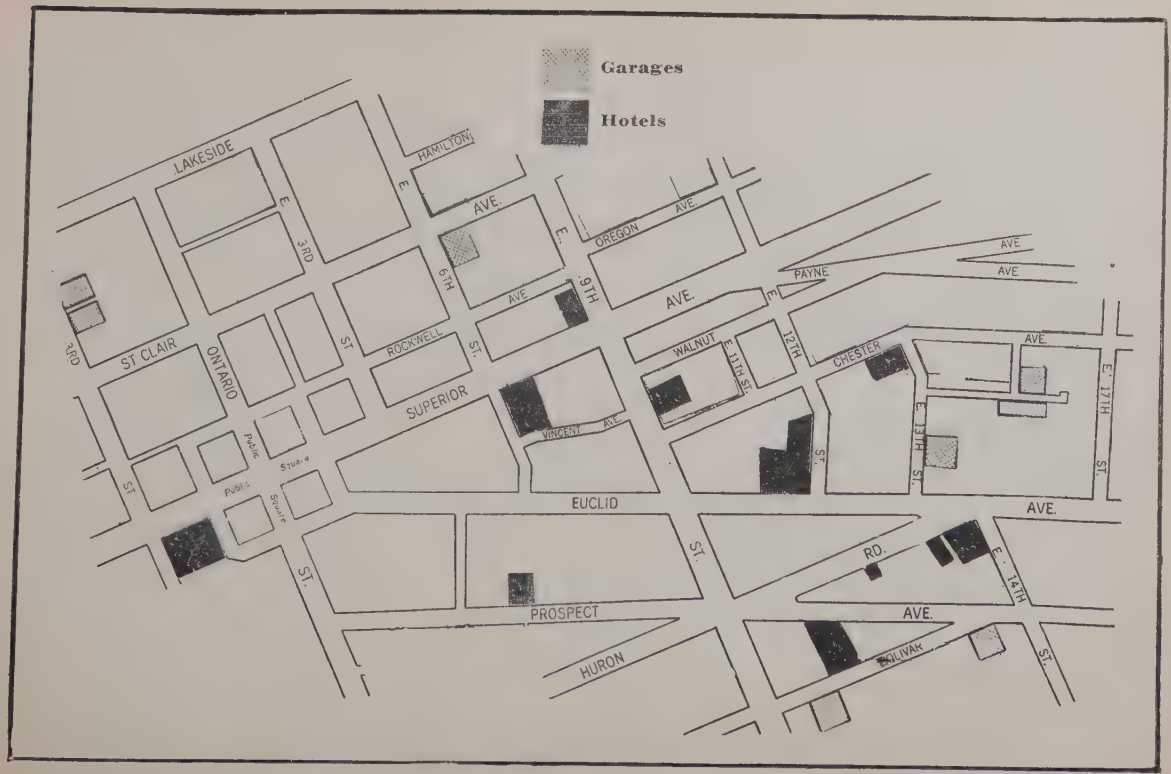
also facing the beautiful Art Museum, is a fine example of the modern apartment hotel, as is also Park Lane Villa, situated just to the west on Park Lane, and the Sovereign Apartment hotel, a short distance away. All of these elaborate structures contain the homes of many of Cleveland's best known citizens and represent the expenditure of large sums in furnishings and decorative art.

The Sovereign hotel is located at the intersection of East Boulevard and East 105th street. The hotel is well located in the heart of Cleveland's best residential district, overlooking beautiful Wade Park and Rockefeller Park. The suites vary in size from one room up.

The Alcazar, at Derbyshire and Surrey roads, on the Heights, and the Westlake apartment hotel, at Rocky River, Fenway Hall hotel, at 107th street and Euclid avenue, the Commodore, at Euclid avenue and Ford drive, and the Bolton Square, at Carnegie avenue and East 89th street, are other notable examples of modern family hotel creation.

The larger apartment hotels, with addresses and capacity, follow:

	Rooms
Alcazar—Derbyshire and Surrey Roads	300
Bolton Square—Carnegie Ave. and E. 89th St.	300
Commodore Hotel—Euclid and Mayfield Road	300
Doanbrooke—1924 E. 105th St.	120
Fenway Hall—Euclid and E. 107th St.	385
Park Lane Villa—E. 105th St. and Park Lane	500
Sovereign Hotel—E. 105th St. and East Blvd.	300
Wade Park Manor—E. 107th St. and Park Lane	400



Map of Down Town Cleveland, showing locations of principal hotels and garages. The description and address of the hotels will be found on the preceding pages

CHAPTER NINE

CLEVELAND'S EDUCATION, ART AND MUSIC CENTERS

Consistent and conscientious endeavor on the part of citizens and institutions has placed Cleveland in the top rank of American municipalities which offer the most admirable educational advantages.

Three great universities and 225 public and parochial schools, with many private institutions, form the base upon which the city's educational structure is built.

Students in these many institutions of learning have available the facilities of co-operative places of instructive study, such as the Cleveland Museum of Art, the Western Reserve Historical Society, and the Museum of Natural History, and the notable Cleveland Public Library.

Western Reserve University, Case School of Applied Science, John Carroll University and other institutions have made the city a center for the education of youth in academic fields, in the sciences and in the arts. These institutions are now in the midst of great building programs and the expansions as planned will bring improved educational facilities to Cleveland. Attractive and conveniently situated, these centers of learning are symbols of the city's zeal for the training of youth in every field of endeavor.

More than 140,000 pupils attend Cleveland's primary and high schools, with a teaching force of 5,000. In recent years an extensive survey of the public school system, instituted by the Cleveland Foundation, brought into use the most modern methods and the highest standards in school administration.

The east front of the Cleveland Museum of Art, located in Wade Park

THE CLEVELAND MUSEUM OF ART

The beautiful building of The Cleveland Museum of Art is located in Wade Park on East Boulevard. From Euclid avenue it is seen, across the little lake, in a setting of fine forest trees, its classical front distinguished by large Ionic columns.

Portrait of Charles I, by Sir Anthony Van Dyck

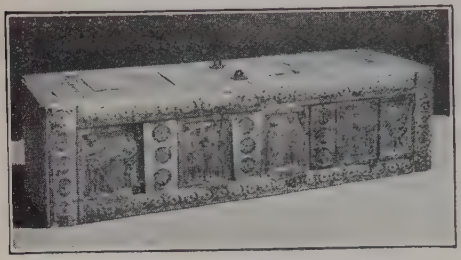
On the main floor, flanking a central rotunda, are two large courts, one devoted to armour and tapestry, the other a garden, in which architectural sculpture finds place among palms and potted plants. A fountain plays in the center, and the collection of classical objects is installed in a loggia at one end. Above this on a balcony is a large pipe organ on which recitals are provided by the Department of Musical Arts.

Surrounding these courts are fifteen exhibition galleries. Two are devoted to temporary

The Cleveland Museum of Art is beautifully situated in Wade Park

Garden Court, the Cleveland Museum of Art, Wade Park, showing Roman Garden Furniture from Boscoreale; buried as was Pompeii by an eruption of Mount Vesuvius in 79 A. D.

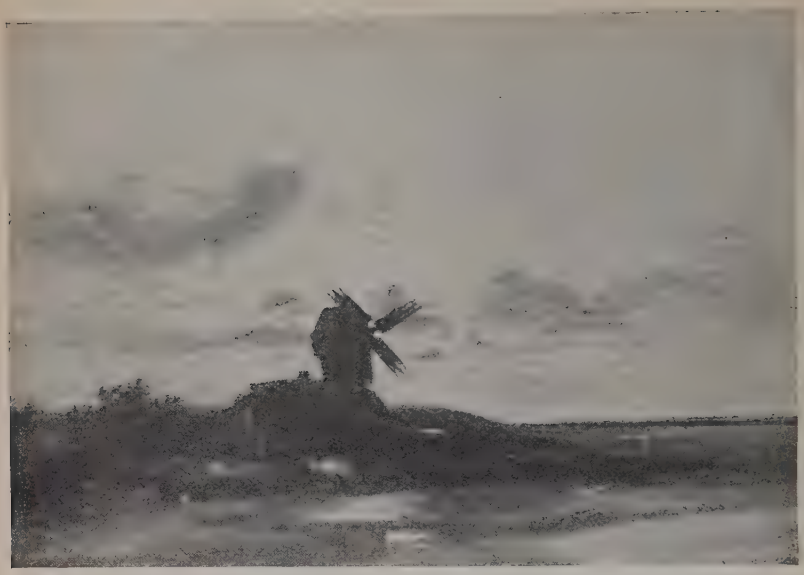
exhibitions, the others to the Museum's permanent collections, which embrace the arts of all civilized peoples and ages. The exhibits in most of the galleries are changed from time to time, making it possible, by showing various groups in sequence, to exhibit the entire collections without at any time crowding the galleries. This makes possible more artistic installation, and keeps the galleries always fresh and interesting in appearance to even the most regular visitor.



Ivory casket of the Byzantine Period, XI-XII Century. Presented to the Cleveland Museum of Art by J. H. Wade, F. F. Prentiss, John L. Severance and William G. Mather

Tannhauser
Painting by Henri Fantin-Latoar. Presented to the Cleveland Museum of Art by Mr. and Mrs. J. H. Wade

Another view of Garden Court, The Cleveland Museum of Art



Windmill, by Jules Dupre. Presented to the Cleveland Museum of Art by Mr. and Mrs. J. H. Wade

At the west end of the ground floor are located administration offices, superintendent's department and storage vaults. The east wing is devoted to educational work, including the reference library, lecture hall, children's museum, class room, textile and print rooms. An extensive program is carried on here from October to May, including lectures, class work and informal talks. Of especial value are the courses of lectures given for adults and the class work for public school pupils and the children of members.

Mrs. Collyear as "Lesbia and Her Dead Bird," by Sir Joshua Reynolds. Gift of J. H. Wade

Carthage, by Jos. M. Turner

Bronze: Dancer and Gazelles, by Paul Manship, American sculptor. In the John Huntington Collection, the Cleveland Museum of Art

The Museum, which opened in 1916, was founded through trusts established by three public spirited citizens, and now derives its support from trust funds, endowments membership income and gifts.

Gothic Doorway, in the Huntington Collection, Cleveland Museum of Art

To reach the Museum, take Euclid avenue cars marked "East Cleveland" or "East 140th" to East Boulevard (these are also marked "Museums); Payne avenue cars to East 105th street (walk through Wade Park), or East 105th street cars to Hough avenue (walk through Wade Park).

The Museum hours are as follows:

Admission Free

Sundays ..... 1 to 10 p. m.
Wednesdays ..... 9 a. m. to 10 p. m.
Saturdays ..... 9 a. m. to 5 p. m.
Fridays during lecture season ..... 9 a. m. to 5 p m.

Other days, 9 a. m. to 5 p. m. Admission 25 cents, except for members and for children. Closed July 4, Thanksgiving Day, and Christmas.

CLEVELAND PUBLIC LIBRARY

The Public Library system of Cleveland was founded in 1869 with 6,000 books. Today, with over a million books, service is given in the Main Library, 26 neighborhood branches, 15 of these in Carnegie buildings, 33 school branches, a Municipal Reference Branch in City Hall, and 106 stations including book service in hospitals.

The Main Library building, completed in 1925, is one block east of the Public Square, at the corner of Superior

Interior views of the new Cleveland Public Library, Superior avenue and East 3rd street. Top left, Interior Light Court; top right, Grand Stairway from first floor; center, doorway leading from Main corridor into Brett Hall; bottom left, general reference room; bottom right, Brett Memorial Hall.

avenue and E. 3rd street. It is a part of the city Group Plan and balances the Federal Building.

The exterior of the building is of Cherokee marble and designed in the classic style of the French Renaissance. There are six floors, the first four devoted almost entirely to the sixteen reading rooms which occupy the perimeter of the building, in order to secure the maximum amount of daylight. Next the interior light court mezzanine floors are added, so that there are 13 floors of book stacks. Brett Memorial Hall, two stories in height, occupies the great central space; a light court is above.

The Cleveland Public Library, Superior avenue and East 3rd street

The building has space for 2,000,000 volumes—47 miles of shelves. Books are shelved in a divisional arrangement according to subject, and each reading room is a special library with all the books on that subject available near at hand in bookcases around the walls and in the adjacent stack. The open shelf system makes most of the books immediately accessible to readers, and there is a trained staff in each reading room to give assistance as needed.

Some of the interesting features of the Main Library are: a newspaper room with papers from many cities in this coun-

try and abroad, a special library for the blind, the famous John G. White Collection of Folklore and Orientalia, the Schweinfurth architectural collection, the patent collection in the Division of Technology, the Historical Division, the Lewis Carroll Room for Children, and the Stevenson room for young people.

There are special rooms for children in all the Branch Libraries with trained children's librarians in charge, and carefully selected collections of juvenile literature. Story hours are held weekly through the winter.

For adults there are book talks, entertainments and occasional lectures in the club rooms and auditoriums at the Main Library and the Branch Libraries.

Library hours are: 9:00 A. M. to 9:30 P. M.
On Sundays and holidays: 2:00-9:30 P. M.

WESTERN RESERVE HISTORICAL SOCIETY

Western Reserve Historical Society, Euclid avenue at East 107th street, University Circle. The early days of the Western Reserve, and the struggles and triumphs of the pioneers who ventured west to settle this historic section, are perpetuated in memory by the relics and records contained in this museum building. The library of the Western Reserve Historical Society contains books of information relating to the Western Reserve, the Ohio Valley and the Lake region, works on travel, archeology, exploration, Indian customs and life, geneology, pioneer history, etc., etc. Its Cleveland newspaper files are complete. In addition it possesses the records of the Connecticut Land Company and historical maps and atlases of

Western Reserve Historical Society, Euclid avenue and East 107th street

great value. Of special interest to the visitor is the museum's Indian exhibits, pioneer relics and other attractive displays. The museum owns an Egyptian mummy, that is more than 3,000 years old. It is the mummy of a young high priest. Included in the museum collection are relics of John Brown. Artemus Ward and portraits of famous Americans. The society is the owner of a remarkable costume collection. Al: east bound Euclid avenue cars to East 107th street.

THE CLEVELAND PUBLIC SCHOOL SYSTEM

Education was from the beginning an important factor in the Western Reserve. As soon as three families were established in Cleveland, a school was established for their five children. The earliest schools were private schools, and it was not until 1836, the year of organization under the city charter, that any system of public instruction was established. In 1840 the Board of Education undertook an extensive pro-

Main Building, the Cleveland School of Education. The school is located a short distance from University Circle, and opposite the Case School and Western Reserve University. The Museum of Art is a short distance away

gram. Two schools were constructed, each accommodating about 200 pupils. In this year there were enrolled in the schools a little over 1,000 pupils. They were taught by 16 teachers.

The first high school in Cleveland was opened on July 13, 1846, in the basement of the Universalist Church on Prospect street. This was the first public high school in Ohio. Boys only were admitted at first. In the course of the year enrollment increased from 34 to 83. In the spring of 1847 a department for girls was opened.

Cleveland's first school

The high school met with some opposition, especially on the part of the large tax-payers. Friends of the school secured a legislative enactment which authorized and required the City Council to establish and maintain a high school department.

In 1856 a new high school building was opened on Euclid avenue, replacing the very inadequate building which had housed the high school department up to this time. In 1878, the present Central High School building was formally dedicated, and opened for use.

A branch of the Central High School was established on the West Side in 1855. This high school was really independent from the first, but had to be considered a branch because the town was allowed but one high school by the state law of that time.

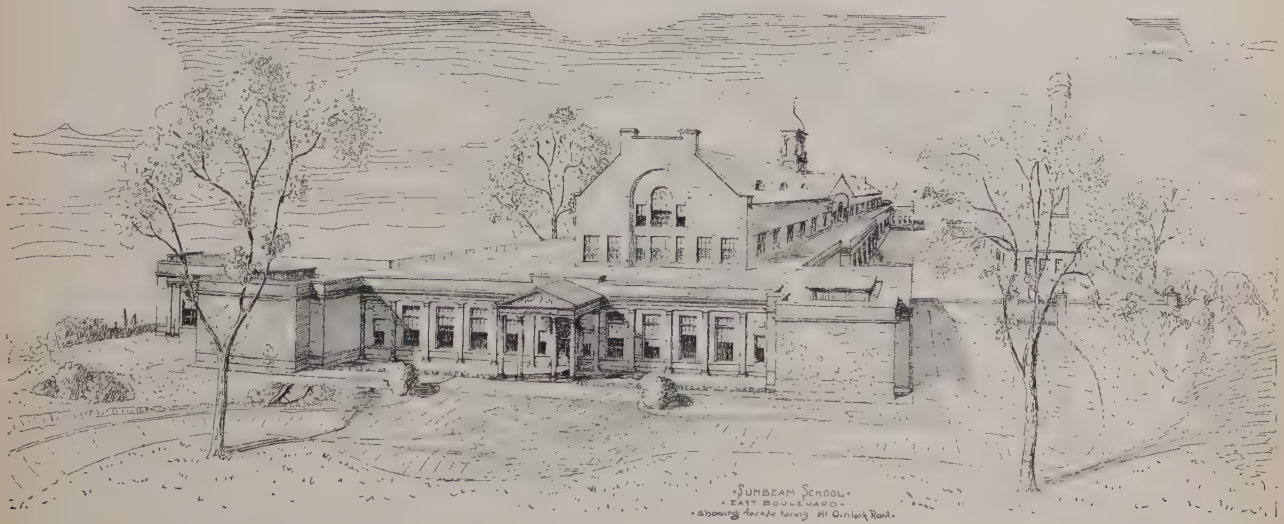
From these beginnings has come the Cleveland school system today. Instead of one high school, Cleveland has the following:

Name of School	Type	Location
Central	Academic	E. 55th St. opp. Longfellow Ave.
Collinwood	Cosmopolitan	E. 152nd and St. Clair Ave.
East	Academic	E. 82nd and Decker Ave.
East Technical	Technical	E. 55th St. and Scovill Ave.
Glenville	Academic	Parkwood Dr. and Englewood Ave.
John Adams	Cosmopolitan	E. 116th St. and Corlett Ave.
John Marshall	Academic	W. 152nd St. and Lorain Ave.
Lincoln	Academic	Scranton Rd. and Castle Ave.
Longwood	Commercial	E. 35th St. between Woodland and Scovill Aves.
South	Academic	Broadway opp. Fullerton Ave.
West Commerce	Commercial	Randall Rd. and Bridge Ave.
West	Academic	W. 69th St. and Franklin Blvd.
West Technical	Technical	W. 93rd St. and Willard Ave.

Central, Collinwood, John Adams, John Marshall, Lincoln, South, West, and West Technical High Schools have both senior and junior high grades. There are 12 schools in which only junior high grades are found.

Elementary schools number 115. Of these schools 100 offer instruction in grades up to grade VII, while 15 have some VII and VIII grade classes in addition.

Special schools include a school for the deaf, a trade school for boys and one for girls, a school for crippled children, a school for boys who prove to be difficult cases. Hudson Boys' Farm and the Girls' Detention Farm at Warrensville take care of the most difficult discipline cases. Braille and sight-saving classes, and classes for defectives are conducted in a number of schools. A class for tubercular children is conducted at the Warrensville Farm Sanitarium, and a children's fresh air camp school is held at the Fresh Air Camp,



Sunbeam School for Crippled Children, East Boulevard and Mt. Overlook

11007 Buckeye road. Open air schools are held in five of the elementary buildings.

Nearly 150,000 pupils are enrolled in the Cleveland Public Schools. They are taught by about 5,000 teachers.

The Cleveland School of Education was founded in 1874. It enrolls about 500 students, and has a faculty of about 40. The school trains teachers for the city's public school sys-

West Technical High School, West 93d street and Willard avenue

tem. It enjoys the co-operation of Western Reserve University. The use of the university's facilities enables graduates of the school to obtain degrees of bachelor of education and master of arts in education. The summer session of the Senior Teachers' College is attended by students from many different states of the Union.

EVENING SCHOOLS CONDUCTED BY THE CLEVELAND BOARD OF EDUCATION

For more than twenty years Evening Schools have been an integral part of the Cleveland School System. During this period the aggregate enrollment in elementary schools has been 138,438. Many of these men and women were immi-

grants who were acquiring the use of the English language and knowledge of American history and customs. Many of these former students are now influential citizens.

The aggregate enrollment in Evening High Schools for the same period was 92,583. These people today have a large representation in the bodies that manage the industrial, professional and civic affairs of Cleveland.

Evening School instruction is effective because the methods which are used are especially adapted to the needs of men and women who are employed during the day. Subject matter is organized and appraised for its utilitarian as well as its educational value.

The teaching staff in the elementary division is composed of teachers especially trained in methods of adult education. During the past several years courses in methods of Adult Education have been offered as extension courses in the Cleveland School of Education. A Department of Adult Education has been established at the School of Education and the courses offered for training in adult work have been increased in number and much amplified in content. The courses offered during the year are:

1. The Adult Teaching Process.
2. Problems in Adult Education.
3. The American Negro.
4. The Character of the American People.
5. Principles of Group Discussion.
6. The Adult Learning Process.

The teaching staff of the Evening High School Division is chosen from the high school faculties. The instruction offered is the equivalent in scope and quality of the instruction offered in the day high school classrooms.

The Public Evening Schools are now organized in two distinct divisions:

1. The Evening Elementary Schools.
2. The Evening High Schools.

There are forty-four centers offering instruction in elementary subjects. The types of service offered are:

1. Instruction in English to non-English speaking.
2. Instruction in elementary subjects, English, History, Civics, Grammar, and Arithmetic to both foreign-born and native-born.
3. Instruction in 6, 7, and 8 grade subjects.
4. Afternoon classes for non-English speaking women.
5. Classes in Lip-reading for the Hard of Hearing.
6. Instruction in Detention Homes and Social Institutions.

The following organization is offered in the Evening High Schools:

1. Academic, Commercial, Industrial, and Technical (7 schools).
2. One school provides trade education exclusively for the journeymen of six different trades.
3. One high school, Central, is organized to enable students to acquire a college preparatory education entirely at night and within a reasonable period.

No. teachers in Evening Elementary Schools 135

No. teachers in Evening High Schools 201

No. enrolled in Evening Elementary Schools 3,852

No. enrolled in Evening High Schools 5,120

The Academic, Commercial, Industrial, and Technical Evening High Schools operate for three terms of twelve weeks each. Classes in all subjects meet two nights a week from 7 to 9 P. M. The college preparatory course is organ-

ized on the semester basis. It consists of two semesters of eighteen weeks, three nights per week, three hours per night. 6:30 to 9:30 P. M.

The Evening Elementary Schools offer two terms of twelve weeks each, and two terms of six weeks in all centers where a sufficient enrollment is maintained. Classes meet three evenings a week, from 7 to 9 p. m. Afternoon classes are in session one and a half to two hours, between one and four o'clock.

CLEVELAND HEIGHTS SCHOOLS

The Cleveland Heights school system was founded in 1901. The first high school was built and operated in the same year.

Today eleven buildings are needed to house the seven thousand pupils enrolled in the schools. Six of these buildings

Roxboro Junior High School

Heights High School

are elementary schools, two are junior high schools, and one is a senior high school. Nearly three hundred teachers are employed by the school system.

The Cleveland Heights Board of Education recently began a building program which has relieved congested conditions

in the several schools. In 1926 the new Roxboro Junior High School, and the new Heights High School at Cedar and Lee were opened for the first time. The new high school building is one of the finest of its kind in the country.

LAKEWOOD PUBLIC SCHOOLS

The first separate School District of Rockport was organized on January 13, 1871. On December 19, 1885, East Rockport Township became Lakewood Hamlet.

The school system as first organized consisted of three one-room school houses. The first high school, constructed in 1879, now houses the Board of Education Headquarters.

Emerson Junior High School

Wilson School, the second high school, was constructed in 1905. This building was outgrown in ten years, and plans were made for the present high school plant on Franklin avenue and Bunts road. The main building was completed in 1919 and the other two buildings for boys' and girls' technical work were completed about a year later.

Emerson Junior High School, at Clifton Boulevard and Jackson, was opened on April 11, 1922. Other junior high schools are Horace Mann Junior High School, West Clifton Boulevard and Arlington, and Harding Junior High School, Hilliard road and Woodward.

Elementary schools number eleven. Enrollment in all schools is over 10,000. Over 400 teachers are included in the teaching staff.

PAROCHIAL SCHOOLS

The first parochial school was opened in Cleveland in a little frame house back of the Cathedral on Superior and East 9th street in the year 1848. In 1850 the Ursuline Sisters, and in 1874 the Sisters of Notre Dame established academies for girls. The theological seminary was founded in 1848 for the training of young men for the priesthood. John

Cathedral Latin High School, E. 107th street, near Euclid avenue

Carroll University was founded by the Jesuits as St. Ignatius College in 1886. Cathedral Latin, a high school for boys, dates back to 1916.

Today there are 128 Catholic parochial schools in Cleveland and Cuyahoga county, including 81 parish elementary schools, 13 convent and orphanage schools, 28 high schools,

3 normal schools, and 3 colleges. About 45,000 pupils are enrolled in the elementary schools, 4,000 in the high schools, and 600 in the colleges. In the schools as a whole there are about 1,500 religious and over 200 lay teachers.

The colleges are John Carroll, Ursuline, and Notre Dame. John Carroll is exclusively for men, and Ursuline and Notre Dame for young women. The latter two schools have received charters authorizing them to carry on the work of

St. Ann's Elementary School, Cedar road, near Coventry road

state normal schools and to grant state normal certificates. These schools are supported largely by dollar subscriptions, a limited number giving more. While the regular students in these three institutions number but 600, extension and summer school enrollment brings the figure up to 1,500.

An extensive building program in the last few years has enabled the school system to replace a number of inadequate buildings. Among the new buildings is the school in St. Ann's parish, at Cedar and Coventry. This is one of the most beautiful elementary school buildings in Cleveland.

THE CLEVELAND SCHOOL OF ART

One of the most charming and restful spots in all Cleveland is The Cleveland School of Art, at Juniper drive and Magnolia drive, which may be reached by Euclid avenue street car to East 115th street,—go north from Euclid avenue. No art school in the country is more fortunately located, be-

The Cleveland School of Art, Juniper Drive and Magnolia Drive

ing in the heart of the excellent residence district. The school enjoys the educational and artistic advantages of the Cleveland Museum of Art, nearby. The art school is also in close proximity to higher educational institutions, such as Western Reserve University, Case School of Applied Science, Cleveland School of Education, and Historical Society.

The different units of organization—day school, five days a week; evening school, two nights a week, and Saturday morning school for children—are attended by between 1,100 and 1,200 students, thus making the Cleveland School of Art one of the foremost of its kind. This position will be strengthened through completion of plans for permanent endowment. Henry Turner Bailey is director. The school was incorporated in 1882, and within its walls are superb works of art.

Main Building and part of campus, Western Reserve University, Euclid avenue at University Circle.

WESTERN RESERVE UNIVERSITY

Western Reserve is made up of ten colleges, as follows: Adelbert College, The College for Women, The School of Medicine, The Franklin Thomas Backus School of Law, The School of Dentistry, The School of Pharmacy, The School of Library Science, The School of Nursing, The School of Applied Social Science, and The Graduate School.

It is situated near University Circle. Most of the buildings are on the south side of Euclid avenue, near Adelbert road, opposite Wade Park. The buildings of the College for Women are grouped together a few hundred yards southeast of the main campus on Bellflower road. They may be reached from Euclid avenue by passing under the Mary Chisholm Painter Memorial Archway, on the northern side of Euclid avenue, between East Boulevard and Ford drive.

Western Reserve University is one of the pioneer educational institutions of the middle west. The name "Western Reserve" was given to a tract of land "between the parallels of forty-one degrees and forty-two degrees and four minutes, immediately west of Pennsylvania."

The institution was founded under the name "Western Reserve College" at Hudson, Ohio, twenty-three miles south of Cleveland, in 1826. It was intended as a theological training school "for young men of the Presbyterian faith," but it soon had an adequate liberal arts department which was non-sectarian. Most of those of its founders, who were college men, had attended Yale, so the new institution was modeled on their Alma Mater. Today the old campus at Hudson bears a strong likeness to pictures of the original Yale buildings and grounds.

In the early days the college had a hard struggle. Its founders were much richer in ideals than in material things. Then, too, political questions were apt to effect education in those times, so that before the Civil War, arguments on questions of the day nearly wrecked Western Reserve College.

The School of Medicine of Western Reserve was founded

Entrance to Main Building, Western Reserve University

in Cleveland in 1843. It has since absorbed all the medical schools that have existed in this part of the country.

The Civil War for a time took all of the teachers and students, and after their return the life of the institution continued to be a long struggle with finances.

In 1882, the late Amasa Stone of Cleveland offered Western Reserve College a liberal endowment on condition that it move from Hudson to Cleveland and that the arts college be called "Adelbert College of Western Reserve University." He did this in memory of his son, Adelbert, who had been drowned while a student at Yale. His offer was accepted and since coming to Cleveland the story of Western Reserve University has been one of progress and growth.

The School of Medicine occupies the largest building for study of medicine under a single roof in the world,—the most perfectly equipped plant also. The building and equipment were the gift of Mr. Samuel Mather, who, with his family, has been Western Reserve University's greatest benefactor. Mr. Mather is the son-in-law of Mr. Amasa Stone. The new School of Medicine occupies a portion of the university campus. Wherever an advance in science was made, Reserve adopted it and made plenty of independent strides, too. No small part of the work that lead to the discovery of insulin, one of medicine's greatest gifts to the world, was done behind the dingy old walls of the School of Medicine.

Entrance to School of Medicine

Adjacent to it are the new Babies' and Children's Hospital and the Maternity Hospital, model institutions just completed.

The School of Medicine, Western Reserve University, occupies the largest building for the study of medicine under a single roof, in the world; also the most perfectly equipped. The building and equipment were the gift of Mr. Samuel Mather.

In them Reserve medical and nursing students receive their training in pediatrics and obstetrics. For the study of medicine and surgery they go to Lakeside Hospital and for the study of communicable and nervous disease treatment they visit the City Hospital. Lakeside Hospital, like Babies' and Children's Hospital and Maternity Hospital, is a university hospital. At present it is situated on Lakeside avenue at East 12th street, but it is planned that within a short space of time it will be moved to a portion of the university campus.

The Arts College of Western Reserve was originally co-educational. However, after it was moved to Cleveland a certain amount of dissatisfaction with this system arose. As a result the College for Women, a separate arts college for women, was founded, and has since flourished alongside Adelbert College with the "co-ordinate" system of education. This form of education has also been followed successfully by Columbia University and Harvard University, but is found only in the middle west or the west at Western Reserve. Under it instruction which can be given better in separate classes of men or women is conducted in that way. In other courses of study men and women attend class and work together. The same rules hold for student activities. The advantage of the system is that students receive experience in working with members of their own sex and also in mixed groups.

The Law School was founded in 1892. It is a graduate school. In its present enrollment graduates of fifty-five different under-graduate colleges are enumerated.

The School of Dentistry is situated on the University campus. It is given the highest rating that is accorded to dental schools in America. Mr. Andrew Carnegie helped to found the School of Library Science in 1903. In the time since then it has made remarkable growth. The School of Pharmacy was organized in 1882 and affiliated with Western Reserve University in 1908. It has, since that time, set standards for other similar institutions. The School of Applied Social Sciences, founded in 1913, is one of the few institutions

"Mary Chisholm Painter Arch"—entrance to College for Women, Western Reserve University. The College for Women is located two blocks east of the Western Reserve group and on the opposite side of Euclid avenue. The College for Women attracts students from every part of the country.

of its kind in the world. It maintains connections with many of the social and civic agencies of the city of Cleveland.

The Graduate School was made a separate college of Western Reserve in June, 1925. An ambitious program offers fine opportunities to local students and also attracts to Cleveland scholars from all parts of the country.

The School of Nursing, established in 1923, is making a healthy progress. It has a fine endowment and a splendid connection, like the School of Medicine, with the University Hospitals.

In the year 1926, Western Reserve University has a faculty of four hundred persons. The student enrollment is three thousand, one hundred and eight. Since its founding it has given instruction to about sixteen thousand students.

Take any east bound Euclid avenue car to East Boulevard.

CASE SCHOOL OF APPLIED SCIENCE

The Case School of Applied Science was founded in 1877 by Leonard Case. Trust deeds dated 1877 and 1879 set aside certain lands to establish and endow an institution in which should be taught mathematics, physics, engineering—mecahical and civil—chemistry, economic geology, mining and metallurgy, natural history, drawing and modern languages, and such kindred branches of learning as the trustees might deem advisable. After the death of Mr. Case, in 1880, the necessary steps were taken to secure legal incorporation. In 1881 instruction was begun on a limited scale in the Case homestead on Rockwell street and continued there until June, 1885. In September, 1885, the School was transferred to the new building on Euclid avenue opposite Wade Park.

In 1888 the present main building was erected, replacing the previous one, which had burned down in 1886. The buildings housing the chemical and mechanical laboratories were completed in 1892, and the electrical laboratory in

Case School of Applied Science, Euclid avenue and University Circle

1896. Gifts received from John D. Rockefeller in 1906 permitted the construction of the physics and mining and metallurgical buildings. Later the Athletic Association of the School provided funds to purchase and equip a gymnasium and club house. An old church on East 107th street and Deering avenue was purchased for these purposes. In 1920 the School received the gift of an astronomical observatory, located on Taylor road, in East Cleveland. An athletic field occupies the southern part of the present campus. A new mechanical building has been built near the athletic field. A small building on the campus near Euclid avenue houses the apparatus used by Dr. Miller in his attempt to disprove the Einstein theory of relativity.

The faculty today consists of 76 men. The enrollment the past few years has fluctuated between 500 and 800. The total number of graduates since 1885, when the first commencement was held, is considerably over 2,000.

The endowment today is approximately $3,000,000, about double the value of the several pieces of land originally left by Mr. Case for building and endowment. The land and buildings owned by the School at present are worth about $2,000,000.

Courses offered by Case include civil, mechanical, electrical, mining, metallurgical, and chemical engineering, and physics. Each course gives a thorough and practical training in its field and requires four years for its completion. The degree of Bachelor of Science is conferred upon the satisfactory completion of any course. In the first year the work is the same for all departments, after which it gradually becomes more specialized until in the last year the student's entire time is devoted to one department. Graduate work is offered in the various fields, leading to higher degrees. A combined course is offered in conjunction with Adelbert College. Upon the completion of three years of work in Adelbert and two years of work at Case the student is awarded the degrees of both institutions.

THE CLEVELAND COLLEGE

Cleveland College, East 20th street and Euclid avenue, founded in 1925, and affiliated with Western Reserve and Case School, offers evening courses in the School of Business Administration, in the arts and sciences, and in subjects preparatory to medicine, engineering, law and dentistry. The college is the outgrowth of a desire to make diplomas available to many otherwise barred from them, and meets the needs of high school graduates who have entered the ranks of daily workers; men and women who have had some college work and seek to complete their courses; those engaged in industrial work who are striving to fit better themselves for their tasks.

LAW SCHOOLS

Cleveland Law School, the Rufus B. Raney Law School, the John Marshall School of Law, and many other institutions of private or semi-public nature also offer evening classes to ambitious students.

MUSEUM OF NATURAL HISTORY

Museum of Natural History, 2717 Euclid avenue. A collection of interesting exhibits and books, founded to promote the study of flora and fauna. Admission is free. Open week days, 10 a. m. to 5 p. m.; Sundays, 2:30 to 5:30 p. m. Sunday afternoon lecture courses at 3:30 p. m., during Fall and Winter. All east-bound Euclid avenue cars.

CLEVELAND INSTITUTE OF MUSIC

Cleveland Institute of Music is located at 2827 Euclid avenue, and may be reached by Euclid avenue street car going eastward.

The school was organized in 1921 and while ranking high in quality it is also formidable in size among the schools of this part of the country, having approximately 600 students—those who are taking courses to become teachers or for professional careers, the former courses taking four years and the latter six years. The school caters more to those who aim for progressive and continued development in music in all instrumental and vocal lines, and is distinctive in the matter of personal element in training. The faculty consists of thirty teachers.

THE CLEVELAND ORCHESTRA

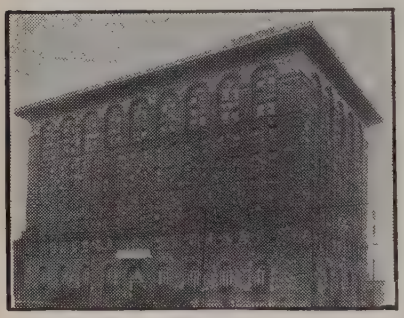
The Musical Arts Association, incorporated in October, 1915, maintains and operates the Cleveland Orchestra. John L. Severance, one of Cleveland's leading citizens, is president; D. Z. Norton and William G. Mather, vice presidents; D. S. Blossom, executive vice president; A. A. Brewster, treasurer, and Adella Prentiss Hughes, secretary.

The orchestra consists of 87 pieces, and ranks with the very best in the country and along with those of Philadelphia and Chicago, said to rank first and second respectively. The Cleveland Orchestra gives concerts all over the country, more outside of Cleveland than in the city, approximately 120 concerts a year. Headquarters are in Carnegie Hall, 1220 Huron road.

Y. M. C. A.

The Young Men's Christian Association of Cleveland, founded in 1853, has thirteen branches. It is a social institution, more and more conducting its work upon pedagogical principles, organized for the purpose of occupying the spare time of boys and young men after school hours or the day's employment.

Its educational work is organized as The Y. M. C. A. School of Technology and has about four thousand students and a faculty of a hundred and sixty members. This school is more nearly self-supporting than any other college or university in Ohio. It has as high standards of adult college education as have Boston University or the college of the City of New York in their night colleges. It covers a wide range of instruction and is empowered to grant degrees. It was organized in 1882 and has co-operated with influential groups of manufacturers and business organizations in providing instruction for their employees, or education along the lines of their trades, in addition to other general courses.



Y. M. C. A., East 22d street and Prospect avenue

The Association does the welfare work for the New York Central Railroad by conducting a branch in Collinwood which houses the men living elsewhere who operate the trains in and out of Cleveland in this great system. They sleep and eat at the Railroad Y when they are in Cleveland and are called by the railroad from the Y to take their trains out of Cleveland.

There are nine boys' branches of the Association with more boy members than any other association in the world.

No distinction is made in the use of the privileges on account of religious connection.

There are 1,069 clubs, classes and group meetings held weekly in the Association as a whole. In an average year there are 25,000 members of the Association, besides many non-member patrons.

The Central Building at Prospect and 22nd has three hundred bed rooms. They have been occupied 100 per cent of the time during the past decade. There is such a demand for them that young men are not allowed to stay there long. After they have been helped to make acquaintances and friends they are asked to vacate their rooms to give place to strangers. In this way in an average year over 5,000 young men are accommodated in these 300 bed rooms.

The Association has four natatoriums—at the Central branch, at the East End branch on 105th between Euclid and Carnegie, at the West Side on Franklin Boulevard and 32nd street, and at 8303 Broadway.

The branches in Lakewood, East Cleveland, Collinwood and Brooklyn are called "Community Branches," where there is only an office but no Association building. The officers of the Association help to put what recreational and other facilities there are in those communities to their maximum use.

The Association is organized upon broad social lines to promote the spiritual, intellectual and physical welfare of youth.

Y. W. C. A.

The Young Women's Christian Association is virtually a cross section of the women of the city, including in its membership of 10,000 all ages and classes in Cleveland. The membership operates through seven branches, scattered throughout the city and suburbs. The city-wide offices are located in the Central branch building at Prospect and East 18th. Other branches are maintained in Brooklyn, Collin-

wood, East Cleveland, Lakewood and on the West Side.

Membership fee is one dollar a year and is required for participation in most of the activities.

Residence halls are operated by three branches, Central, Collinwood and West Side, and cafeterias by two. Arrangements for physical education for girls are made by every branch; at Central there is the largest swimming pool in America exclusively for women. Classes in vocational and cultural subjects are conducted at rates and hours that are practicable first for the employed woman, and second, for the home woman. Club for business and industrial girls provide recreation, classes, friends and opportunities for development for over fifteen hundred girls. The Girl Reserve movement organized throughout the public school system, brings between four and five thousand girls into clubs with high ideals and opportunities for personal development.

Y. W. C. A., East 18th street and Prospect avenue

Three camps, one at Madison-on-the-Lake, another on Rocky River and the third on the west shore are operated, as well as two summer cottages, one financed and managed entirely by the business girls' clubs, the other by the industrial girls.

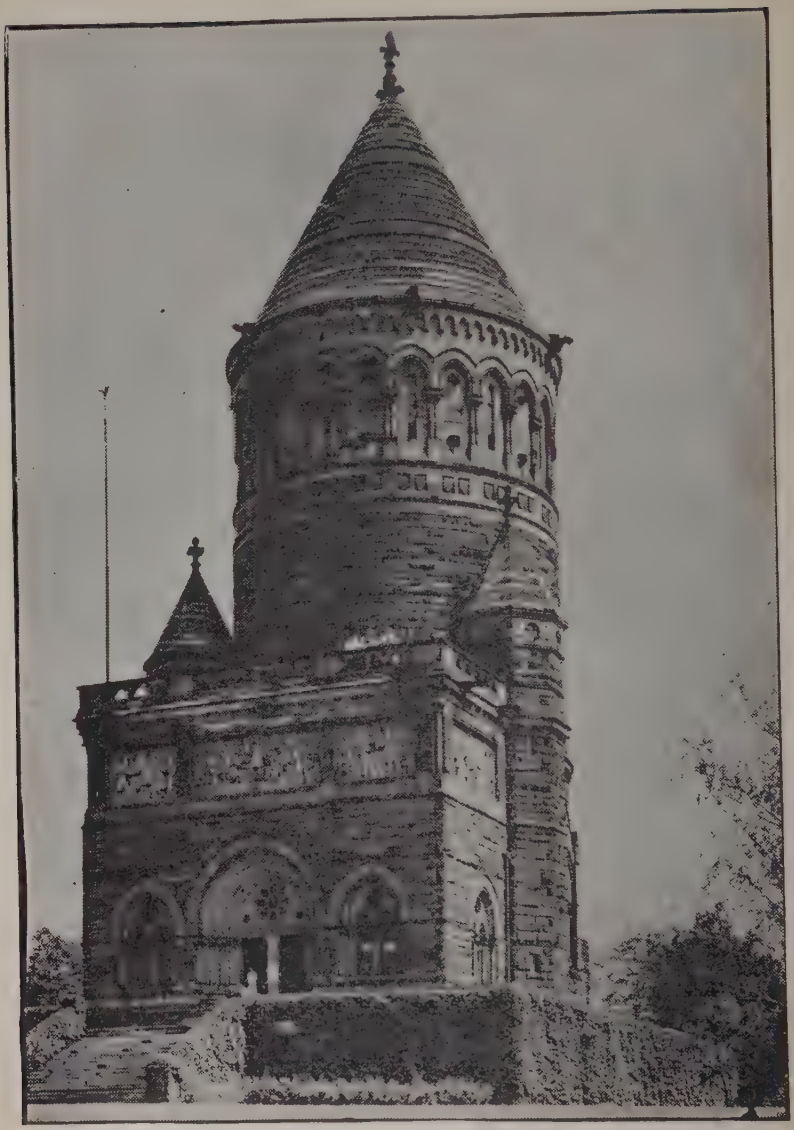
The Central branch has two industrial centers, one in Broadway, the other at 1830 E. 55th, to serve employed girls near their work.

The Young Women's Christian Association is a world-wide organization and great stress is laid on the fact that the local membership is part of a fellowship of women around the world.

CHAPTER TEN

Garfield Memorial

In Lake View Cemetery, Euclid avenue at East 123rd street. Popular subscription raised the fund to erect this dignified and beautiful monument to the memory of President Garfield, who rose from his humble boyhood—a raggedy boy driving mules pulling boats along the Ohio canal—to the presidency of a small Ohio college, to the Ohio legislature, to high rank as an officer in the Civil War, to Congress, and finally to the highest position within the gift of the people. A commanding view of the city can be had from the balcony of this impressive monument, with the broad stretch of Lake Erie in the distance. Lake View Cemetery, in which are buried many of the city's best known citizens of early days, can be reached by any Euclid avenue cars marked "East Cleveland," "East 140th street" and "Windemere."



The Garfield Memorial, a dignified and beautiful monument, erected to the memory of President Garfield, is located in Lake View Cemetery. The memorial is always open to visitors and a visit to Cleveland is not complete without a trip through this impressive monument, from the balcony of which a commanding view of the city can be had

CHAPTER ELEVEN

Hospitals

Cleveland is well equipped with hospital facilities to care adequately for the needs of a great city, and the plans for future expansion, already well defined, will keep the city in the forefront of municipalities giving especial attention to hospitalization in all its phases.

More than sixty hospitals, dispensaries, clinics and sanitariums are located at easily accessible points throughout the city. Organizations and bureaus of physicians, surgeons and nurses are maintained for service and research purposes.

On the staffs of the city's hospitals are many physicians and surgeons whose names have been carried far by their accomplishments; among them is Dr. George W. Crile, one of America's best known surgeons.

The Maternity Hospital, part of the Western Reserve Hospital group, contains 150 beds, is 8 stories high and represents the utmost in modern scientific equipment

Special clinics at the various hospitals are attended by students and noted practitioners from all parts of the world—such is Cleveland's rank in the circles of medicine and surgery.

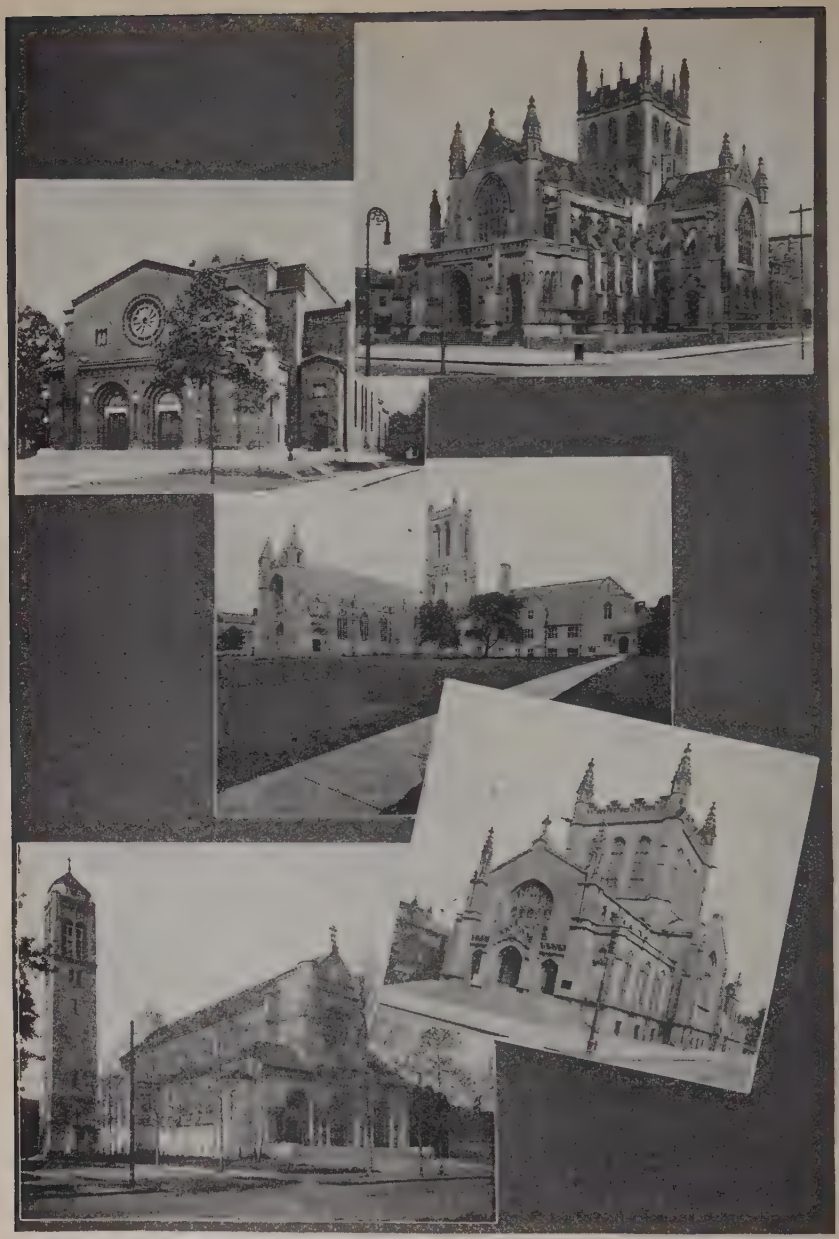
Outstanding among the hospital institutions of Cleveland is the Western Reserve Hospital Group, dedicated to public welfare by the university on whose grounds the hospital buildings are erected, at University Circle.

In this group are the Maternity hospital and the Babies' and Children's hospital, constructed by public subscription at a cost of $3,000,000. Each of these hospital buildings, recently completed, accommodates 150 beds; each building is eight stories high, and each represents the utmost in modern scientific equipment.

The Babies' and Children's Hospital of the Western Reserve University group, a sister building of the Maternity Hospital, also contains 150 beds and is eight stories high

City Hospital, on Scranton road, is one of the largest and finest municipal hospitals in the country. The expansion and development of this institution has been made possible by enthusiastic public support of large bond issues; its excellence of staff and facilities is second to none. More than 550 employees carry on the work at this great institution.

Some of Cleveland's other large and well known hospitals are: Charity, Central avenue and E. 22d street; Lakeside, Lakeside avenue at E. 12th street; Marine Hospital, Lakeside avenue and E. 9th street; Huron Road Hospital, 8811 Euclid avenue; Mt. Sinai, 1800 E. 105th street; St. Alexis, Broadway and McBride avenues; St. Luke's, 6606 Carnegie avenue, soon to move to new buildings on Shaker boulevard.



The churches are, top to bottom: Trinity Cathedral, Euclid and E. 22d; Euclid Ave. Temple, Euclid and E. 82d; Euclid Ave. Presbyterian, Euclid, opp. Cornell; First Methodist, Euclid and E. 30th; St. Agnes, Euclid and E. 81st

CHAPTER TWELVE

The Churches of Cleveland

Cleveland has hundreds of churches, embracing all denominations, well located throughout the city to draw the representative congregations that have made Cleveland known as a church-going community.

Religious organizations and church societies also flourish in large numbers, and there is an inter-denominational atmosphere that pervades the city's church activities generally, particularly in reference to community charitable endeavors. The Cleveland Federation of Churches is nationally known.

Many of the church buildings are of exceptional architectural beauty, and the pulpits are filled with a clergy noted for its earnestness and forcefulness.

CHAPTER THIRTEEN

Clubs and Organizations

Cleveland's reputation as a home-owning and home-loving city is matched by its unusual support of and interest in clubs and organizations of all types, social, political, educational, business, artistic, outdoor, fraternal.

Women as well as men have entered enthusiastically into this sweeping club movement, and the activities of the numerous and varied organizations form a constructive part of the city's busy life.

A few examples of the functions and purposes of certain clubs will serve to indicate the wideness of scope and the very real worth of this enterprising club life.

THE CITY CLUB

The City Club, with quarters in the Hollenden Hotel, offers a forum of expression of views on business subjects, politics, governmental policies, and topics of general interest. Its Saturday noon meetings draw the leaders in many lines, and spirited discussion frequently follows the presentation of opinions and arguments by well-known speakers. The "town meetings" of other days are recalled at the City Club sessions, and the contributions which they make to public understanding of important community and national problems is most valuable.

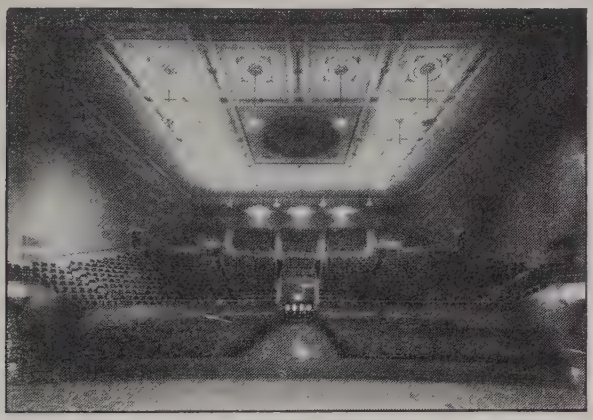
CHAMBER OF COMMERCE

The Chamber of Commerce of Cleveland, located in its own building on the north side of Public Square, has been identified with every forward movement in the upbuilding of the city's business life and community enterprises. Cleveland's spirit of co-operativeness is well exemplified by this

organization of representative citizens from every field of industrial, commercial and banking activity.

The Chamber maintains many committees and departments for investigations and surveys of conditions affecting the economic and legislative status of the city's large undertakings. The reports issued by the Chamber, on labor affairs, municipal improvements, transportation, and similar topics, are given wide publicity, and are of high importance in forming constructive public thinking.

The Convention Board of the Chamber co-operates with local convention committees in supplying publicity and is also active in securing conventions for the city.



The Masonic Hall, part of the Masonic club group, 3515 Euclid avenue

THE CLEVELAND CHAMBER OF INDUSTRY

The Cleveland Chamber of Industry was incorporated in 1907 to foster, promote and advance the commercial, manufacturing, merchantile, social and civic interests and affairs of that portion of the city west of the Cuyahoga River.

Fine headquarters are maintained at 2515 Franklin avenue, containing individual meeting rooms, ball room and dining room.

THE KNIGHTS OF COLUMBUS

There are three councils of the Knights of Columbus in Cleveland, Cleveland Council, No. 733, 2612 Prospect avenue, Forest City Council, 3606 Bridge avenue, and Gilmour Council, Statler Hotel. On Jan. 17, 1926, the Cleveland Council dedicated a splendid club house, consisting of an auditorium, gymnasium, bowling alleys and baths.

Auditorium, Cleveland Council, No. 773, 2612 Prospect avenue

The Knights of Columbus is a fraternal organization composed of men of the Catholic faith. A retreat is held each year at the Lenten season for all members of the organization in Cleveland. Club rooms are found in each council. Athletics receive special attention. In 1925 the Cleveland Knights of Columbus began to engage in Boy Welfare work. In 1925 nearly 800 boys were taken care of at Camp Santa Maria.

The following list of clubs and organizations tells the story of Cleveland's co-operative spirit:

Aviation and Athletic Club, Hotel Winton
American Legion, 2121 Euclid Ave.
Business Women's Club, 1115 Euclid Ave.
Cleveland Advertising Club, Allerton Hotel
Cleveland Athletic Club, 1120 Euclid Ave.
Cleveland Automobile Club, Hollenden Hotel
Cleveland Club, Carnegie Ave. and E. 107th St.
Cleveland Engineering Society, Hotel Winton
Cleveland Federation of Women's Clubs, Hotel Statler
Cleveland Real Estate Board, Swetland Building
Cleveland Sorosis Club, 2040 E. 100th St.
Clifton Club, 17888 Lave Ave.
Council of Jewish Women
City Club, Hollenden Hotel
Electrical League, Hotel Statler
Elks' Club, 3624 Euclid Ave.
Excelsior Club, 11111 Euclid Ave.
Exchange Club, Hotel Statler
Graphic Arts Club, Wigmore Building
Hermit Club, 2051 E. 3rd Pl.
High Noon Club, Auditorium Bldg.
Kiwanis Club, 2087 E. 21st St.
Knights of Columbus, 3422 Euclid Ave.
Lakewood Elks' Club, 14018 Detroit Ave.
Masonic Club, 3515 Euclid Ave.
Midday Club, Union Trust Bldg.
Moose Club, 1000Walnut Ave.
Old Colony Club, Hollenden Hotel
Rotary Club, 1243 Hotel Statler
Tavern Club, 3522 Prospect Ave.
Union Club, Euclid Ave. at E. 12th St.
Woman's Club, 3535 Euclid Ave.
Women's City Club, 1826 E. 13th St.

CHAPTER FOURTEEN

Financial Cleveland

On a foundation of rapidly growing industries, this city naturally developed as a powerful banking unit. This was recognized when, under the Federal Reserve law, Cleveland was made the seat of the Fourth Federal Reserve District. In total resources Cleveland ranks third among the twelve regional centers. Further evidence is furnished by the fact that Cleveland's financial institutions, those under state, as well as federal supervision, show resources of $927,551,795, about one thousand dollars per capita of its population, not including suburbs. Deposits under the latest survey show $837,605,000. There are also loan and building associations that have had steady and substantial growth with the increased wealth of the community and the enlarged earning power of its citizens. More than 100 of such associations have combined resources of over $130,000,000. Thus Cleveland has ample agencies for building of houses, as well as banks for commercial and industrial enterprise, and is noted for having pioneered in the matter of establishing branch banks.

The Society for Savings, which operates under a state charter, was founded in 1849. Its history unfolds the story of the early building of the present financial structure. In the 50's its president prophecied $300,000 of deposits would be realized eventually. Today deposits total over $75,000,000. This is not a commercial bank, like the Union Trust, which dates back to 1863, the latter having individual and corporation bank deposits of close to $270,000,000. This bank, as

well as the Cleveland Trust, with its 52 branches, and the Guardian Trust Co., grew into the large institutions necessary to handle the city's business. Bank consolidations and organization of new banks, such as the Merchants Trust and Savings Bank, established in 1916, the Midland in 1920, and the Brotherhood of Locomotive Engineers, all rapidly filled their places in the vast financial organism.

Latest compilations show Cleveland's banks have combined capital of $43,550,000 and surplus and profits of about the same amount.

The Brotherhood bank is a national pioneer labor bank and occupies a 21-story building, erected as a monument to the locomotive engineers of the nation as well as a nucleus around which other co-operative banks have been established throughout the country. Warren S. Stone, president until his demise, was a notable leader of his day.

While called third in financial importance as a Federal Reserve center, the race for third rank is close among Cleveland, Philadelphia and San Francisco. In the fourth district, of which Cleveland is the center, there are 864 member banks, with total resources of $3,775,000,000. This district comprises all of Ohio, Western Pennsylvania, Eastern Kentucky and four counties of West Virginia.

Cleveland's West Side financial institutions serve a vast number of people, both by main offices and branches.

The Pearl Street Savings and Trust Company, located at W. 25th street and Clark avenue, was established in 1890 and has grown substantially and steadily, and now has three branches, one at Clark avenue and W. 50th street, and one at

Home of the Fourth District Federal Reserve Bank, Superior avenue and E. 6th street. Other buildings in the group (to the left) are the Plain Dealer Building, the Public Library and the Federal Building

Pearl and Broadview roads, and one at Lorain and Triskett road.

The Lorain Street Savings and Trust Company was incorporated November 11, 1890. Its building at Fulton road and Lorain aenue is a complete bank structure. Its resources are $9,694,567 on statement of December 31, 1925.

The United Banking and Trust Company, at 2000 West 25th street, has recently opened its new modern equipped institutions with best banking facilities.

The Union Trust Company serves the West and South Sides with branch banks.

The Cleveland Trust Company also has branches on the West Side.

FEDERAL RESERVE BANK

Cleveland was chosen as the logical site for this important link in the Federal Reserve system because of its dominating rank in the financial structure of the nation and its constantly strengthening position as a business center. The building, erected in harmony with the Group Plan for Public Buildings, was completed in August, 1923, at a cost of $7,500,000, a fitting monument to the city's eminence in the banking world. It is located at Superior avenue and East Sixth street.

The style of architecture is a modern adaptation of Italian renaissance, its dignified simplicity recalling the security of the fortress buildings of Florence.

Material of the exterior of the building is Etowah Georgia marble, a stone which resembles granite and has a pinkish cast which, however soiled it may become, still retains a warm tint. Below the marble is a base of Moose-a-Bec granite from Maine.

The design in the center of the stones around the large arched windows is called the "Keystone" and is formed of an eagle with outspread wings surmounted by a star with outwardly radiating rays.

The main entrance doors are made of bronze. Above the main entrance, the Orb of the World, bound by Zodiac, is held in equilibrium guarded by two Eagles with outspread wings, who have the talons of one claw firmly implanted on the shield of the United States. The great scales of "Commerce" just behind each Eagle are held in the same minute balance as the Orb of the World, symbolizing financial practice and stability. The pattern here is not left to end abruptly, but gracefully vignettes itself by a classic Greek border at each end, into the side columns.

The design above the doorway symbolizes "Abundance." In the center of this is the seal of the United States. In the metopes of the doorway, just below this, occur, in bronze, replicas of the classic coins which suggest the ancient origin of modern currency.

The two statues placed on each side of the doorway are "Integrity" and "Security."

The low wall on Superior avenue forms one side of the part of the building termed as "Security Court" and is pierced by two entrances used by employes and visitors to the bank.

The statue between these two entrances is called "Energy," the figure of a man in the fullest development of his physical power, but developed by bodily work, not athletic play, typifying physical energy, which, directed by intelligence, is characteristic of the tremendous activity of the district for

which this bank serves as the economic and commercial stabilizer.

The main banking room is designed in the period of the Italian renaissance to harmonize with the building exterior. The lobby is in Sienna marble. The ceiling is ornamental plaster, decorated by hand in oil by Joseph Sturdy of Chicago.

The painting above the center lobby door is by Miss Cora Holden of Cleveland, portraying the open hearth process in the steel industry, one of the basic industries of the Fourth District. The picture was painted from actual observation of the process at the Upson Nut Works of the Bourne-Fuller Steel Company, and is called "Steel Production."

The Modern Map shows the Federal Reserve banks, districts and branches in the United States, in colors of gold and red, and the geographical distribution of the resources of the country indicative of the nation-wide scope of Commerce. The main subdivisions of products of the latter are shown in large white letters and the local products of the various states indicated by painted illustrations of the specific product.

The Historical Map shows the growth of the United States from the early colonies to the territory it now occupies, the date of the acquisition of this territory and the emblem or seal of the nation to which it originally belonged. This map shows various expeditions, trails and voyages, marked with respective dates, and representative flags of nations. This map also shows the ships which represent the nations previously owning the sections of the land, besides the ships representative of the United States.

The reception room is panelled in American walnut. The ceiling is in the style of the Italian Renaissance and is the work of Joseph Sturdy, decorator. The chandeliers are wrought iron and Florentine gilt, and the candelabra modelled after the same style. The two paintings above the fireplace are Alexander Hamilton, first secretary of the treasury, and Robert Morris, called the financial cornerstone of the American Revolution.

Main offices of the Brotherhood of Locomotive Engineers Co-operative National Bank are located on the ground floor of this new bank and office building, St. Clair avenue and Ontario street

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS CO-OPERATIVE NATIONAL BANK

The Brotherhood of Locomotive Engineers Co-operative National Bank of Cleveland, established November 1, 1920, opened its main office in the new bank building at St. Clair and Ontario on Monday. July 20, 1925.

The bank, keeping step with the march of progress in the City of Cleveland, in its new banking quarters, offers to the public the most modern and efficient banking service and accommodation that can be had.

In less than five years the bank has progressed from the occupancy of a corner restaurant room to the occupancy of a fine city bank, from the employment of ten persons to carry on its operations to the employment of one hundred and seventy persons, from resources of less than seven hundred thousand dollars to resources of over twenty-eight millions.

During this period it has constantly increased its surplus and its earnings. It has had a steady growth in deposits. It paid dividends to its stockholders at the rate of six per cent per annum until July 1923, and at the rate of ten per cent per annum since July, 1923. Under the articles of association of the bank, the maximum dividends which may be paid to stockholders in any one year are limited to ten per cent.

The banking rooms in the new B. of L. E. Building at St. Clair and Ontario are leased from the Brotherhood of Locomotive Engineers labor organization, which owns and operates two Brotherhood buildings in Cleveland.

In the financial world, according to one of the leading bank authorities, the marvelous growth of this Cleveland bank sets a record never equaled by any other National Bank in the history of the country.

The tall building to the left is the 308 Euclid Building, 308 Euclid avenue, owned by the Central National Bank, which occupies the first five floors and basement as the Euclid office. The bank also has large banking quarters on the ground floor of the Rockefeller Building, Superior avenue and West 6th street

The Brotherhood Bank is the outstanding example of a Labor bank that has not confined its services to members of a single industry. All classes of people, professional and business men, building mechanics, printers, actors, postal workers, machinists and miscellaneous trades, support this great financial institution.

The Brotherhood of Locomotive Engineers purchased the 308 Euclid Avenue bank and office building for temporary quarters during the erection of the new twenty-one story down town office at the corner of St. Clair and Ontario.

The down town offices were consolidated on April 17, 1926, and the Euclid building sold preparatory to establishing bank offices in neighborhood districts.

William B. Prenter, the chief financial counsel of the Brotherhood of Locomotive Engineers and grand officer for over thirty-three years, is president of the Brotherhood Bank of Cleveland.

THE CENTRAL NATIONAL BANK

The Central National Bank occupies two fine banking rooms, one on the ground floor of the Rockefeller Building, Superior and W. 6th street, and another on the ground floor of the 308 Euclid Building, which is owned by the bank.

The Central National is one of the oldest banks in Cleveland. The late J. J. Sullivan, organizer of the bank, was its head for years and witnessed its growth from a small institution to one of the largest and strongest banks in the state.

The main banking rooms of the Cleveland Trust Co., Euclid avenue and East 9th street, is shown in the oval. Seven of the fifty-two branches, located in prominent business centers, are also shown

THE CLEVELAND TRUST CO.

The Cleveland Trust Company began its career on September 11, 1895.

In thirty years it has won its way to the impressive total of 436,000 deposit accounts, more than are entrusted to any other bank in any one American city, and more than the total number of deposits in the United States Postal Savings system. It has resources of over $220,000,000, and administers one of the largest accumulations of trust funds in the United States.

The company pioneered in the establishment of branch banks, which are now located in 52 neighborhoods in and near Cleveland. Its late president, F. H. Goff, originated the Cleveland Foundation—the model for similar institutions in more than 50 American cities. The company was the first state bank or trust company in the city to enter the Federal Reserve system and the second such bank in the district, and the first institution with resources of $50,000,000 or over to volunteer affiliation and contribution to the strength of the Federal Reserve Bank of Cleveland.

Its officers have always been identified with civic and community movements and rendered much public-spirited service. During the war and the tight money market following, although higher rates were obtainable, The Cleveland Trust Co. did not increase its rate of interest to borrowing customers above 6%.

The main banking rooms are located in a monumental building at Euclid and East Ninth street.

The National City Building, Euclid avenue and East 6th street. The National City Bank occupies the entire first floor

THE GUARDIAN TRUST CO.

The Guardian Trust Company, which opened for business December 10, 1894, now has nine offices, with the main bank at 623 Euclid avenue. The total resources as of September 28, 1925, were $132,308,646.09.

Mr. H. P. McIntosh, who for twenty years was president of the institution, is chairman of the Board of Directors, and Mr. J. A. House, who began at the bank as a bookkeeper 31 years ago, has been president since 1917.

The Guardian Building, home of the Guardian Trust Co.

THE NATIONAL CITY BANK

The National City Bank, established in 1845, is Cleveland's oldest bank. Under the Federal Act of 1865 it became a national bank, and is now a member of the Federal Reserve system. At first the National City Bank offered only commercial banking facilities, but as time passed it widened its field of usefulness and is now a rounded and complete organization providing every banking service. It is the only bank in Cleveland that has kept its original identity from the start.

The modern ten-story National City Building, Euclid avenue and East Sixth street, is in the heart of the city's financial and shopping districts.

THE SOCIETY FOR SAVINGS

The Society for Savings, Public Square, was established in 1849, and for many years has been the oldest and largest savings bank in the state. Its resources are more than $80,000,000. It is one of the few banks in Ohio paying more than 4% interest on deposits: the rate has been 4% regular with ½ extra each year since January 1, 1923. Since 1867 the bank has been established on the north side of the Public Square. Its first building in this location was on the site where the Chamber of Commerce now stands. The present building was erected in 1890 adjoining the old one, and has long been one of the landmarks of the Square. Myron T. Herrick, former Governor of Ohio and now Ambassador to France, was for many years president of the Society for Savings. Since 1921, however, he has been chairman of the Board of Trustees, and John H. Dexter, formerly treasurer, is president.

The Society for Savings Building, Public Square, home of the Society for Savings

THE UNION TRUST COMPANY

The Union Trust Company of Cleveland was formed in 1921 by the merger of six large Cleveland banks: The First

The Union Trust Building, Euclid avenue and E. 9th street, completed in 1924, is one of the largest office building of its kind in the world. Approximately the first five stories, the main floor and basement are occupied by the Union Trust Co.

National Bank, The First Trust and Savings Company, The Union Commerce National Bank, The Citizens Savings and Trust Company, The Broadway Savings and Trust Company, and The Woodland Savings and Trust Company.

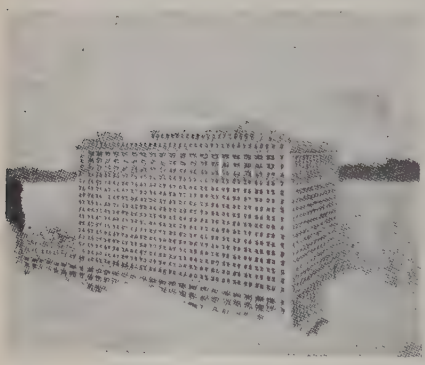
The Union Trust Building, completed in 1924, was conceived and constructed as a symbol of the bank which it represents. It is one of the largest office buildings of its kind in the world. It extends for 146 feet on Euclid, 258 feet on East 9th, and 513 feet on Chester, including the attached Employees' Building.

It is twenty stories high on the Euclid side, and the penthouse on the roof is 280 feet from the sidewalk.

It contains 1,315,00 square feet, or over 30 acres of floor space. If spread upon a single plane, this area would take in Cleveland's Public Square, including the streets, three times over!

The building actually covers 95,000 square feet of ground.

The space occupied by the building is 20,000,000 cubic feet! To grasp better the meaning of this number, realize that if twenty million cubes, each measuring one cubic foot, were laid end to end, they would reach from New York across the Atlantic Ocean to London!



If the Union Trust Building was placed next to Niagara Falls, it would tower many feet above the top

Approximately the first five stories and the ground floor or basement—with the exception of the space occupied by the Arcade and Chester avenue shops—are occupied by the bank. Fifteen floors, each containing 43,000 square feet

of rentable area, are office space, divided into almost fifteen hundred office rooms.

A more concrete idea of the immensity of the building may perhaps be gained from a glance at the amounts of materials which went into its construction. Here are a few of such figures, taken at random from the material list:

405,000	cubic feet of stone for concrete
25,000	barrels of cement
4,025	doors
76	acres of plaster
32	miles of corner board
60	trainloads of plaster—30 cars to a train
14	trainloads of lime—30 cars to a train
720,000	square feet of metal lath
30	miles of channel iron
42	boatloads of sand—500 tons to a boat
22	miles of cornice ornament
2,500,000	square feet of tile

A view of a portion of the mammoth Union Trust lobby, the largest single banking room in the world

8,000,000	square feet of brick
35	miles of picture moulding
18,600	tons of steel
4,800	windows
35	elevators
15,000	electric light outlets

The banking lobby of The Union Trust Company is the largest single banking room in the world.

It is built in the shape of the letter "L". The savings lobby extends along the East Ninth street side for 224 feet, including the rotunda, which forms the intersection of the two arms of the "L"—and the commerical lobby stretches for 310 feet along the Chester side.

This truly inspiring room spreads fifty feet wide between great marble pillars which rise to a height of four stories along its sides, and is surmounted by an arched, transparent roof five floors above the banking level. The second and third stories look out upon this vast lobby from a balcony, and a transparent dome, 82 feet above the banking floor, surmounts the rotunda.

The building comprises a good-sized city in itself, and its directory is a significant index of Industrial Cleveland.

The Union Trust Company is today the fifth largest trust company in the United States and one of the outstanding banks of the country.

CHAPTER FIFTEEN

Industrial Cleveland

As has been said, Cleveland is, in an industrial sense, the Heart of the Great American Ruhr, destined to become one of the greatest industrial cities of all time.

Strategically located as to geography, the city is the center through which the unlimited physical resources of the surrounding hinterland pour in ever increasing volume.

With rich coal fields, holding one-fourth of the world's supply within a radius of comparatively small extent, with vast ore deposits nearby, Cleveland is doubly blessed; in addition, valuable oil fields, limestone and gypsum deposits in surrounding territory contribute materially to the treasure store so close to Cleveland's door.

One of the many ore docks along the water front

The value of the iron and steel products turned out in Cleveland equals one-third the worth of all other Cleveland-made products, notwithstanding the fact that the city has no rival for diversified manufacturing, with 3,000 plants in its confines.

Cleveland smelters now have a capacity of nearly 3,000,000 tons of pig iron annually. Its dominant position in the

Industrial and civic center views in Cleveland

world of metals dates from that early day when a Cleveland citizen, Dr. J. L. Cassells, found iron ore deposits in the Lake Superior region in 1846.

Out of the endeavors of the iron masters of the byegone days, such as William A. Otis and Henry Chisholm, has grown the iron industry of the Middle West, centering in Cleveland, which is the foundation of so many allied and important industries.

Steel, rubber and automotive parts manufacture are three chief elements in the building of the empire of industrial Cleveland.

The Mahoning Valley, developed by Cleveland initiative and capital, is a most important pig iron producing center. In a year, the output of this section, just south of Cleveland, equaled the output of the German Empire and was more than half of that of Great Britain.

Akron, a short distance from Cleveland, is the rubber capital of the world, and its contribution to the wealth and manufacturing progress of Cleveland has been marked, particularly in relation to Cleveland's pre-eminence in the automotive industry.

The name of Alexander Winton, of Thomas H. White, and of many other Clevelanders are engraved indelibly on the record of automobile pioneering and perfection. From the very first, Cleveland has been a center of the automobile and automotive parts industries.

There are now several pleasure car and commercial vehicle plants in Cleveland, shipping their output to all parts of the world. The Chandler, Jordan, Peerless, Stearns and Kurtz cars are Cleveland-made; White trucks and busses carry the city's name to the far corners of the globe.

In many lines of industrial manufacture, Cleveland leads

the world: heavy machinery, malleable castings, wire nails, bolts and screws. It ranks high in production of steam hammers, punches, drills, forges, automatic screw machines. Other products in great quantities include tools of all kinds, wire springs, fences, hoisting and conveying machinery, railroad supplies, stoves (oil, gas and coal), scientific instruments, artificial silk, office furniture, tow-motors.

The city is likewise a hardware center. Several large manufacturers of printing presses and paper cutters are located here, as well as the only multigraph producer in the country, The American Multigraph Co.

Cleveland ranks second in sewing machine manufacture. Other lines of importance include kitchen utensils, washing machines, lamps, alluminum wares, plumbing supplies, roofing materials, toilet articles, such as Pompeian.

Two of the largest paint companies in the world, The Sherwin-Williams Co. and The Glidden Co., are among the eight concerns of the city which annually turn out 116,000,000 pounds, or 10,000,000 gallons of paint valued at $40,000,000.

Cleveland's ready-to-wear clothing industry, established in 1845, now has a capitalization of close to $40,000,000 and ranks high in the nation. All kinds of women's and men's garments are produced here, in more than 200 mills and factories.

The production of brick and clay products is rapidly increasing in Cleveland and surrounding territory. An average of 15,000,000 face bricks, 30,000,000 paving bricks, 250,000,000 common bricks and 200,000 tons of hollow tile are turned out each year.

This city, home of the discoverer of the arc light, Charles F. Brush, is a distinguished factor in the solution of the lighting problems of today. The great plant of the National Lamp Works of the General Electric Co., known as Nela Park, is located in the eastern part of the city, covering 75 acres famous for scenic beauty as well as the seat of notable contributions to the electrical and other scientific industries which make for human comfort and convenience. Thousands of visitors each year go to Nela and are thrilled by the observation of research work and lighting exhibitions in the spacious laboratories.

Nela Park, the beautiful grounds comprising the laboratory headquarters of the National Lamp Works of the General Electric Co., prettily located at the head of Nela avenue, off Euclid avenue, in East Cleveland

HISTORY OF INDUSTRY

Thousands of people in our United States and thousands in nearly all countries of the world are today depending for many of their necessities upon articles made in Cleveland factories. And, in turn, the people of Cleveland are dependent upon many kinds of goods made by thousands of workers in other cities of the United States and in foreign countries.

It is a long way that Cleveland has traveled along the manufacturing road and by steadily climbing it has at last arrived at the proud position it holds on the high hill called "World-known Products."

At the beginning of this industrial road, which is more than a *hundred years* long, a little group of people were toiling to make a living in a new country, a wilderness. They had to make their own cabins, furniture, clothing, and the simple tools with which they worked.

After they had passed a little way along the road, one more skilled than the others in the use of iron came among them and served his comrades by making their crude tools for them. Another was able to fashion better millstones than were in use in the homes and he made millstones for a pioneer who built a small mill and became a grinder of grain for the community. As the clearings became larger, more corn was raised than was needed for food. At the same time, there was great need for some product to use for barter. One there was among them who knew how to charm from the grain the fiery whiskey so easy to trade. This little group of people were dwellers by the lake. Travel was difficult through the wilderness that stretched to the east, to the south, and to the west. Boats were needed and the boat-builder selected a place where he could build boats for carrying on their small trade.

At the very beginning of Cleveland's industrial highway, in 1798, Nathaniel Doan built a blacksmith shop, a rude log building where he shod horses and made tools. Next, in

1800, Pioneer Wheeler W. Williams built a grist and saw mill in Newburgh on the banks of Mill Creek. Pioneer David Bryant and his son Gilman began the manufacture of millstones when, with great labor, they cut and shaped the stones for Pioneer Williams' mill. They used the "Berea grit" found in the sandstone ledges on the banks of the creek. A log building called a distillery was at the foot of Lakeside avenue. Here in 1801 David Bryant set up his still and produced two quarts of spirits daily. Seven years later Lorenzo Carter, the first boat-builder, launched the "Zephyr."

Bryant's distillery did a flourishing business for many years in spite of a law forbidding the sale of liquor to the Indians, many of whom were continually at the river. The farmers needed supplies from the east in exchange for their corn. Corn could be easily shipped only in the form of whiskey.

Farther along the road, a distance perhaps of fifteen or twenty years, the making of millstones became so improved that the French Buhr millstones were manufactured for the mills of the east. They were a special kind of millstone widely used at that time and for which the sandstone in Cleveland and vicinity was well suited. A little later the same kind of sandstone was cut into flagging.

Slowly and with increasing skill Cleveland toiled upward on the highway of manufacturing. The raw materials used were those found near at hand, such as grains, skins of animals, sandstone and wood ashes. When, in 1836, the growing town became a city the manufactured products were, for the most part, those that the people needed in their homes and in their work. The first city directory, 1837, proudly listed the following manufactories:

"Iron foundries and steam engine manufactories	4
Breweries	3
Sash factory	1
Rope walks	2
Stone ware pottery	1

Carriage manufactories	2
French Buhr millstones	2

"The flouring mill now being erected by Mr. Ford, will, when finished, be the largest and most complete establishment of the kind in the state of Ohio."

Candles and grindstones as well as the French Buhr millstones were sold to eastern markets. By 1840, potash was added to this list of exports.

In 1850, the manufacturing road, to those who studied their city's progress, began to lengthen and to give promise of reaching to far-distant points. From this time, milestones and other hopeful signs appeared along the highway. Enterprising citizens thoughtfully studied these signs and prepared to build the road far up the hill of "World-known Products." At this time two signs warned venturesome citizens of a curve just ahead, which, if it were safely passed, would lead to Diversity of Products and to Iron and Steel, two prosperous places.

A Cleveland citizen of the 1850's made the following prophesy: "Manufacturing establishments of various kinds are increasing, and the day is not far distant when Cleveland will be as celebrated for its manufactures, for the skill and ingenuity of its artisans, for the *extent* and *variety* of the *products* of its *forges* and *furnaces* and *shops*, as for the beauty of its location." Three years after this prophecy, Cleveland was manufacturing twenty-nine different kinds of articles. At the same time there were citizens who were safely rounding the curve and building strongly and firmly foundation of the road that has brought Cleveland to its important position in iron and steel.

William A. Otis and J. M. Ford formed a partnership, in 1852, for the manufacture of iron castings, with a foundry on Whiskey Island. This company later became the Otis Iron and Steel Company. To Mr. Otis was given the credit of having built the first steel mill in the city.

In the same year Henry Chisholm founded the firm of Chisholm, Jones and Company, manufacturers of railway

and bar iron. Due to Mr. Chisholm's confidence in the new Bessemer Converter (1845-1858), Bessemer steel was made in Cleveland before it was made in Pittsburgh.

The Cleveland Mining Company of 1853 was the first mining company formed in Cleveland. W. J. Gordon was the president and Samuel Mather, the vice president of the company. This company owned interests in the Cleveland mine in northern Michigan, which was located where the city of Ishpeming, Michigan, now stands. This mine, opened between 1840 and 1850, was one of the first iron mines discovered and opened in the Lake Superior region. It is said of Mr. Gordon that he, more perhaps than any other man at that time, appreciated the nature of the iron ore deposits in northern Michigan, their great extent, and their future influence upon the United States and upon Cleveland in particular.

Looking backward from Cleveland's present position on the hill, one can see four well-marked stretches along the road. Four milestones occupying commanding positions mark these stretches. They are the milestones of 1840-1860; 1860-1870; 1870-1900; 1900-1920. A new milestone partly marked points on and upward. It is 1920-.

Milestones 1840-1860

In 1840 Cleveland was still much of a "country town." The farm products of Cuyahoga county were worth many times the value of its factory products. The next twenty years were to see the foundations laid for the future industrial development of Cleveland. This was the period in which rapid growth occurred in the ship building and shipping industries. The expansion of commerce brought to Cleveland new industries, such as the manufacture of iron, oil, and clothing. These industries replaced the older industries such as the making of buhr stones, pot and pearl ashes, saleratus, and candles and lard oil. The census of 1860

gives the following as the leading industries of Cuyahoga county:

Manufactures	Value of products
Iron, bar and sheet	$1,209,500
Flour	1,008.126
Clothing	621,113
Machinery and engines	318,947
Copper smelting	266,500

Milestone 1860-1870

This ten-year stretch along the road *ran with oil.* Of this period it was said that in the summer of 1869, Cleveland was flavored and saturated with oil. Its odor was in the lake, its taste was in the water. It smeared the river and the lake. A greasy smoke hung over the city. Oil wagons rumbled through the streets, oil tanks blocked the railways. Oil fires kept the city firemen forever watchful and the people of the valley were constantly filled with fear. The oil market was one of the most important subjects of conversation, for Cleveland was the headquarters for oil.

Oil Figures

Receipts of Crude Oil—

1861—Oil business became firmly established.
1864—Cleveland had thirty refineries.
1865—Cleveland received 220,000 barrels of crude oil.
1866—Cleveland received 613,247 barrels of crude oil.
1865-1870—Cleveland received 5,585,226 barrels of crude oil.

Shipments of Refined Oil—

1866—Cleveland shipped 402,430 barrels of refined oil.
1865-1870—Cleveland shipped 4,212,819 barrels of refined oil.

This last amount of oil was described as a mighty sea. In 1870, Cleveland led the nation in the refining of oil.

Industries other than oil were important in Cleveland during this period. A visitor to the city in the year 1860 wrote: "Cleveland, Ohio, is a fine town with ships in the bay. The smoke of a thousand furnaces stain the sky and the clang of

Oil Refineries, 1866, Kingsbury Run

iron with the tinkle of gongs form the din of a restless commerce. It is a town of workers. Men talk business at clubs and in shops and saloons. They take their business to bed with them."

The nine most important manufacturing industries of Cleveland in 1870:

1.	Iron manufacturing	$6,497,579
2.	Oil Refining	4,283,065
3.	Flour Mills	1,903,155
4.	Pork Packers	1,195,570
5.	Coopers	1,051,785
6.	Clothing	588,389
7.	Furniture	505,975
8.	Sewing Machines	290,000
9.	Paints	244,000

Two signs along the road at this time directed men to the growing importance of the iron and steel industry in Cleveland.

One sign read *Coal Receipts in Cleveland* and it gave the following information about the city's industrial highway:

1860—Cleveland received 150,000 tons of coal.
1864—Cleveland received 400,000 tons of coal.
1870—Cleveland received 850,000 tons of coal.
(These figures are approximate.)

The other sign read, *Iron Ore Receipts in Cleveland.*

1860—Cleveland received 110,000 tons of iron ore.
1864—Cleveland received 240,000 tons of iron ore.
1870—Cleveland received 429,000 tons of iron ore.
(These figures are approximate.)

The first Bessemer steel was produced in the Chisholm, Jones and Company plant in 1868.

Milestone 1870-1900

This milestone marked on the road of manufacturing the distance of *one hundred* years that Cleveland had traveled from the manufacture of the first simple articles in the rude pioneer shops. Thoughtful citizens stopped and considered Cleveland's progress. They found facts and figures that gave an interesting account of their city's long and toilsome journey. These facts, which follow, also gave them courage to climb to the place called "World-known Products."

1890—Coal receipts had grown to 1,750,000 tons.
1898—Alexander Winton, inventor and manufacturer of the Winton automobile, sold the first American machine.
1900—Coal receipts were 3,823,137 tons.
1900—Iron Ore receipts were 4,670,244 tons.
1900—Cleveland led American cities in the manufacture of wire, wire nails, malleable iron, twist drills.

1900—There were six manufacturers of automobiles and Cleveland led in the manufacture of high class gasoline, steam and electric automobiles.

1900—Cleveland led all other American cities in ship building.

1900—Cleveland was second only to New York City in the manufacture of women's and children's clothing.

1900—Cleveland was the ninth city in the United States in manufacturing.

1900—Cleveland was the seventh city in the United States in population.

Milestone 1900-1920

This period saw the development of the automobile, and an increase in the iron and steel industry of Cleveland. The census of 1920 lists the following as the ten most important industries of Cleveland:

Manufactures	Value of Products
Foundry and Machine Shop Products	$138,036,924
Iron and Steel Products	133,854,473
Automobiles	110,254,504
Slaughtering and Meat-Packing	71,061.098
Clothing, Men's and Women's	54,741,237
Electrical Machinery, Apparatus and Supplies	52,324,151
Automobile Bodies and Parts	44,312,932
Printing and Publishing	29,952,283
Paints and Varnishes	26,486,767
Stoves, Gas and Oil	19,489,305

These figures indicate that the industrial progress begun in the last century has been continued. Cleveland suffered somewhat from the industrial depression which began in 1920, but has since recovered and is now enjoying great prosperity. Since 1920 the development of the radio industry and the great growth of the automobile industry have resulted in a great increase in business in the Cleveland district.

The Illuminating Building, Public Square, home of the Illuminating Co. At the left is the Old Court House, erected 75 years ago. At the right is the Old Stone Church

THE CLEVELAND ELECTRIC ILLUMINATING CO

The Greater Cleveland district is supplied with electricity for light and power by the Cleveland Electric Illuminating Company.

This is a $100,000,000 corporation which has its headquarters in the Illuminating Building, a fifteen-story structure owned by the company, at 75 Public Square.

The company has four power plants, Canal Road Station, on Canal road and the Cuyahoga river, Lake Shore Station at East 70th street and Lake Erie, Avon Station, on Lake Erie, twenty-three miles west of Public Square in Avon Lake Village, and Conneaut Station, at Conneaut, seventy miles east of Cleveland.

Canal Road Station, the company's first power plant, was built about thirty years ago. It is an object of much interest, especially to the electrical industry, because much of the equipment installed there when the industry was in its early stages is still in use and compares not unfavorably with the later-day plants.

Lake Shore Station is the world's largest steam electric plant under one roof. Its capacity is 384,000 horsepower. The foundations for this plant were laid in 1911. The plant uses about 3,000 tons of coal a day and pumps 300,000,000 gallons of water every twenty-four hours to supply its condensers.

Avon Station, construction of which was started March 1, 1925, exceeds Lake Shore Station in size by 16,000 horsepower, its capacity being 400,000 horsepower.

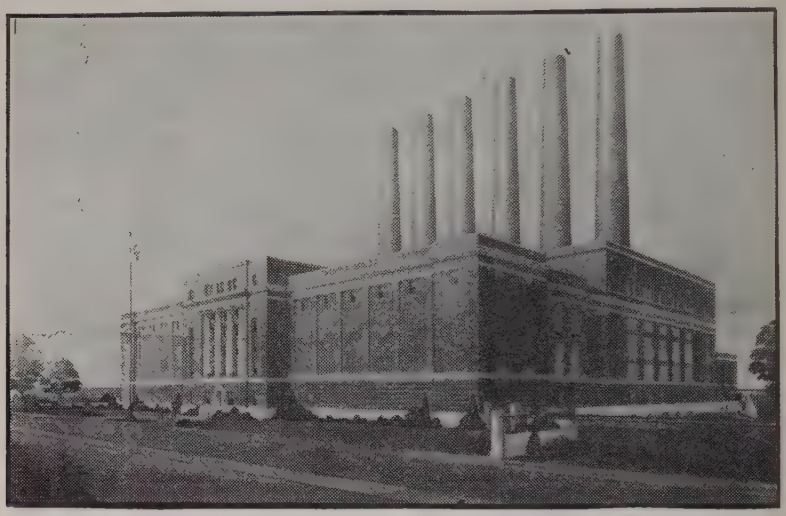
Lake Shore Station is partly operated with pulverized fuel, its boiler installation including the four largest fuel boilers in the world.

Avon Station is operated altogether with pulverized fuel.

This modern method of grinding coal until it is as fine as talcum powder, and forcing it, mixed with air, much in the form of gas, into the furnaces, is highly efficient and econom-

ical. In excess of 90 per cent of the potential heat energy in the coal is transformed into steam by this method of combustion.

Lake Shore and Avon Stations are connected by a high tension transmission system. From Lake Shore station southward for eight miles, a 66,000-volt underground system is



Avon Power Plant of the Cleveland Electric Illuminating Co.

used. This system was originated and developed by engineers of the Cleveland Electric Illuminating Company, and at this writing transmits the highest voltage current sent underground in America. At the company's sub-station at Oak avenue and East 71st street, the lines are brought overhead and the voltage is increased to 132,000.

Through this interconnection the Lake Shore station and Avon station, though thirty-three miles apart, operate as twin plants.

The Cleveland Electric Illuminating Company's high tension transmission system is connected with that of the Ohio Public Service Company, the Northern Ohio Traction and

Light Company, the Pennsylvania-Ohio Power & Light Company, and the Ohio Power Company.

This superpower system reaches into Pennsylvania, West Virginia and Indiana.

The Cleveland Electric Illuminating Company also operates its own high tension lines as far eastward as Conneaut, Ohio.

In addition to supplying the Greater Cleveland district with electricity—for which purpose it generated nearly one billion kilowatt hours in 1925—the Cleveland Electric Illuminating Company also supplies steam heat for 460 buildings in the downtown commercial district of the city.

This central steam heating system, which is fed by the company's Canal Road Station and by its new Hamilton

Lake Shore Station of the Cleveland Electric Illuminating Co.

steam plant at East 20th street and Hamilton avenue—which also is a pulverized fuel plant—has the effect of relieving both the smoke and traffic problems in the congested district.

Because the heat comes from a central system, instead of from 460 individual plants, hundreds of smokestacks are done away with.

Also, because of the fact that hauling of coal and ashes through the downtown district is eliminated, the traffic situation is much relieved.

The Cleveland Electric Illuminating Company is operated on the fixed policy of supplying the best possible service, both electric and steam, at the lowest possible rates.

The company's rates for electric power are the lowest in

the state of Ohio. This has had an important effect on the industrial development of Cleveland, the low cost of power being an important item in the success of Cleveland's industries.

THE EAST OHIO GAS CO.

Cleveland burns natural gas, the bulk of which is piped from West Virginia, crossing the Ohio river and traversing the entire state of Ohio to reach its destination. Natural gas was once referred to by Newton D. Baker as a "civic asset,"

The East Ohio Gas Building, East 6th and Rockwell, occupied almost entirely by the East Ohio Gas Co.

because of its heat value and low cost. It is twice as "hot" as manufactured gas, that is, it contains twice the heat units, and costs half as much. The East Ohio Gas Co., which supplies Cleveland, is the largest natural gas distributing company in the world.

THE WHITE MOTOR CO.

The White Motor Co., whose great plant on East 79th street, near the lake front, gives employment to more than 4,500 workers—the nucleus of the world-wide organization of 8,000—is one of Cleveland's pioneer and pre-eminent industrial institutions.

Trucks and busses manufactured by this company carry the name of White to the far corners of the globe; its name is linked indelibly with the magic story of transportation progress.

Founded by Thomas White, a New England manufacturer of courage and enterprise, in a little shop on Champlain street, where bicycles and the early passenger steam cars were turned out, the company has passed through successive stages of growth and development to its present high place in the automotive manufacturing field.

In recent years, the company discontinued the manufacture of passenger cars, and now devotes its immense resources

The plant of The White Co., on East 79th street, near St. Clair avenue

of plant capacity and engineering skill entirely to truck and bus production. The company produces about 15,000 motor trucks and busses annually.

Walter C. White, a son of the pioneer founder, is president of the company; Windsor T. White, another son, is chairman of the Board of Directors; Thomas H. White, son of Windsor T. White, is vice president and general manager of production.

The Peerless Motor Car Corporation, Quincy avenue and East 93d street

To reach the White plant take a St. Clair car at the Public Square to East 79th street.

THE PEERLESS MOTOR CAR CORPORATION

Because of the part it played as a pioneer in the automobile and because of its position in the automobile industry today as a maker of fine cars, the Peerless Motor Car Corporation is a magnet for many visitors to Cleveland.

Peerless is one of the oldest automobile manufacturing companies in the world, the first Peerless having been built in 1901. It was in the Peerless plant at Quincy avenue and E. 93rd street that many of the improvements now common to almost every automobile were evolved, notably the four-speed transmission and bevel gear rear axle, on which the Peerless Company obtained patents.

The plant itself is one of the largest in Cleveland, covering more than 20 acres with more than 700,000 square feet under cover. It can be reached by Scovill avenue cars to East 93rd street.

THE JORDAN MOTOR CAR CO.

The Jordan Motor Car Company's main plant is on East 152nd street, between St. Clair and Coit road. Can be reached

The plant of the Jordan Motor Car Co.

on either St. Clair-Collinwood or Euclid East Cleveland car. Plant number two is on Taft avenue, at the end of Arbor road—just north of St. Clair. Take St. Clair car.

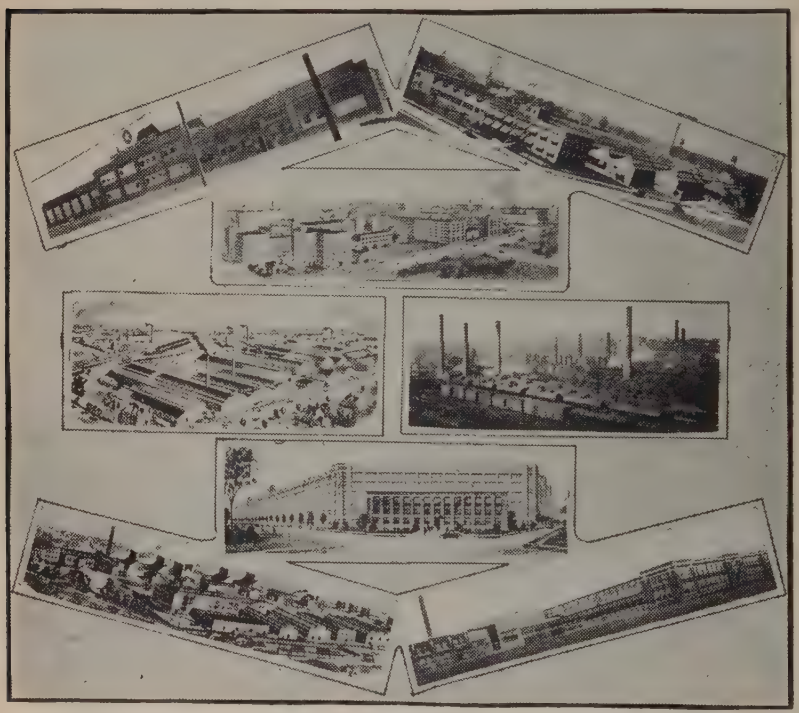
The Jordan Company produces about 20,000 eight cylinder cars a year—and were the pioneers in the building of eight-in-line cars at a popular price.

All Jordan bodies are painted and trimmed in this plant.

THE P. A. GEIER CO.

The factory of The P. A. Geier Company, manufacturers of Royal Electric Cleaners, is one of the most up-to-date in the city, and probably in the country.

This plant is considered one of the best lighted and is used by lighting engineers as an example of what good factory lighting should be.



A group of Cleveland factories. These are just a few of the hundreds located in the industrial sections that have made Cleveland a leading manufacturing community. Upper left, "The Glenn L. Martin Co."; upper right, "The National Acme Manufacturing Co."; next, "The Cleveland Worsted Mills Co."; center left, "National Carbon Co."; center right, "Works Plant, The Standard Oil Co."; next, "The Fisher Body Ohio Co."; lower left, "The Glidden Varnish Co."; lower right, "The Foote Burt Co."

The new 22-story building of the Ohio Bell Telephone Co., on the south side of Huron road, near East 9th street, erected at the cost of $11,000,000, including building and equipment

THE OHIO BELL TELEPHONE CO.

The constantly increasing demand for telephones in Cleveland necessitated construction of a new building for The Ohio Bell Telephone Company on the south side of Huron road west of East 9th street.

Following the setback plan of architecture, one of the finest structures of the kind in the country was designed for occupancy of more than 2,000 employees of the company.

The plans called for a 22-story building, 360 feet in height and a base of 154 feet by 145 feet, and 308,000 feet of floor space. Three basements extend 50 feet below the curb line.

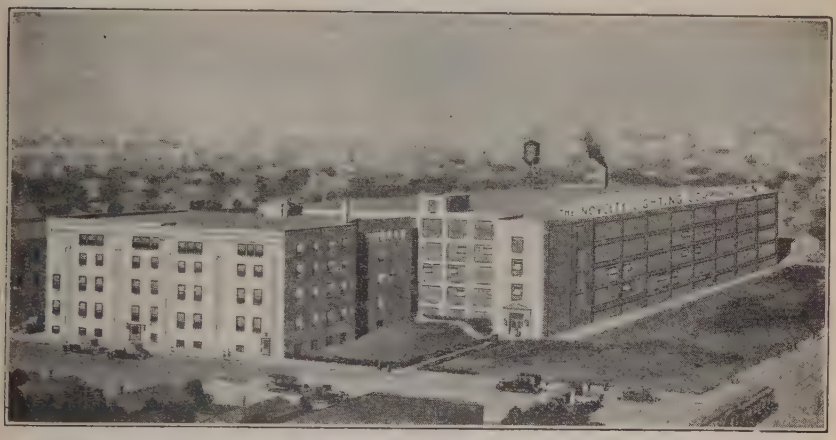
With $4,000,000 as the cost of the building proper and $7,000,000 going into equipment, the cost of the project totals $11,000,000.

The structure is much taller than the usual 22-story building. This is due to the fact that ceilings in a telephone building are higher than in the usual office building because of the additional space needed to make room for telephone equipment.

LIGHTING FIXTURE INDUSTRY

Cleveland is the center of the lighting fixture industry. The Lighting Fixture Manufacturers' Club, the official organization of the lighting fixture industry, maintains national headquarters in Cleveland, because Cleveland is recognized nationally as the center of this industry.

The Novelty Lighting Corporation, 2480 East 22d street, is the largest manufacturer of exterior lighting equipment in the world, and the products of this firm are sold throughout the world.



The plant of the Novelty Lighting Corp., 2480 East 22nd street

Mr. George J. Klein, president and manager, conceived the idea of making artistic lighting equipment for the exterior of the home and commercial building. The company now occupies a fine, recently completed building of several thousand square feet devoted exclusively to the efficient manufacture of this type of fixture.

L. Beyer & Co., 2337 East 4th street, is another large manufacturer of lighting fixtures. They manufacture and specialize in artistic interior lighting equipment for the home and their business extends to every part of the United States.

Acme Lighting Products, Inc., 2114 Woodland avenue, also manufacture lighting equipment. All their business is done by mail and they have become America's largest mail order fixture house.

CHAPTER SIXTEEN

Industrial Districts of Cleveland

Nineteen twenty-six was the centennial year of industrial Cleveland. One hundred years ago, in the summer of 1826, the city's first real industrial concern purchased a "factory site" in the lower flats at Washington and River streets.

From that small beginning, one hundred years ago, of one factory occupying one acre of land down under the present high level bridge, industrial Cleveland developed. There are now approximately four thousand plants occupying an area of more than ten thousand acres and extending far beyond the present limits of Cleveland in all directions and in some to the limits of Cuyahoga county.

The first industrial area was developed along the banks of the Cuyahoga river, the only means of transportation then being the boats on Lake Erie.

The Cleveland Chamber of Commerce was founded in the fall of 1848, and the effect of its efforts to locate new industries in the city was immediately felt. After the close of the Civil War, it was apparent that the Flats could no longer provide adequate factory sites for new industries, and in 1882 the heirs of Leonard Case planned and laid out the city's first comprehensive industrial district, which covered an area of

approximately two hundred acres, lying between St. Clair avenue and Lake Erie, from what is now East 26th street to East 55th street. This section still remains the most intensively developed industrially in Cleveland and is still occupied by firms which located there sixty years ago.

During this period considerable industrial activity was occurring in the steel mill district of Newburgh, then a suburb of Cleveland, and many oil refineries were acquiring sites in Kingsbury Run valley. Cleveland in those days was the greatest oil refining city in the world.

For many years after the Case development on the lake front, no pre-planned industrial district was developed and industries located wherever a site was available along the seven lines of railroads entering Cleveland. Most of the development was on the east side along the Pennsylvania Railroad from the lake to Broadway in Newburgh, where practically all sites were improved prior to 1890. The same was true along the Erie Railroad and the Wheeling and Lake Erie Railroad as far east as East 93rd street.

In 1890, East 105th street and East 93rd street on the east side, and West 65th street on the west side were the frontiers of industrial Cleveland. At that date there were not to exceed one dozen factories located east or west of those streets. All of what is now the northeast industrial district. and the west side industrial district, was farms, and even the most farsighted manufacturer would not have dreamed that ever a factory could be located out there.

In 1899 development was begun of the district bounded by Woodhill road, Quincy avenue, and Woodland avenue. Today this site contains several of Cleveland's largest industries.

From the beginning of the present century, an acute shortage of well-located industrial sites had developed. The Belt Line, begun in 1907 and completed in 1910, created a

band of new industrial sites, having an available area of approximately twelve hundred acres. Districts opened were those at East 131st street north of St. Clair avenue, Woodhill road, East 71st street and Grant avenue, and on the west side. The East 131st street district is perhaps the best planned and the most highly developed in the country. No city has a better industrial district.

Development in the district along East 152nd street and Ivanhoe road between Euclid and St. Clair avenues was begun in 1912. Today practically all available industrial sites on the Nickle Plate Railroad in that territory have been purchased and built upon. Like development was occurring in those years in the Madison avenue and Berea road district from West 106th street to West 117th street.

Since 1910 the upper Cuyahoga valley above Jefferson avenue has been developed by steel companies. A cement company has bought a site on which the first cement-producing plant in Cleveland is soon to be erected.

In the last few years the most intensive industrial construction of new plants has occurred along Euclid avenue and St. Clair avenue adjacent to the New York Central and Nickle Plate Railroads between Ivanhoe road and Bliss road, and to the southeast along the Erie and Pennsylvania Railroads as far as Lee road and Bedford. Many factories have located along the Belt Line and the Newburgh and South Shore Railroads south of Harvard avenue.

To the southwest and west, the greatest districts of development are along the Belt Line on Brookpark road, south of Denison avenue along the Big Four and Wheeling & Lake Erie Railroads, and from West 117th street to West 150th street in the territory served by the New York Central lines.

Factory sites are today available in some of the districts mentioned above. In the future plants will no doubt have to go to the extreme limits of the county to find available land for factory sites. There are, however, several ways to increase the amount of land available for future factory sites.

Another belt line can be constructed to the south and west, and the area available for industries along the present railroads can be increased to an almost unlimited extent by construction of trunk line switches to serve property now removed one to two miles from the present main lines.

Straightening of the Cuyahoga river would extend the limit of navigation from the present head above the Pershing avenue bridge to Willow or a point beyond. Railroad tracks and broad, well-paved highways must be provided paralleling both sides of the river, and easy access provided to the upper parts of the city. Improvements in the upper river valley would provide sites for manufacturing industries, leaving the entire lake front from East 9th street to Gordon Park available for warehouses and concerns whose principal business would be the trans-shipment of materials from boat to truck or rail.

CLEVELAND'S TRADE WORLD-WIDE

An idea of the world-wide character of Cleveland's trade can be gained from the following examples of where Cleveland buys and sells its products:

Where Cleveland Sells

Sidney, Australia	Motor trucks
South Africa	Wire screens for mining
Bolivia	" " " "
Chile	" " " "
Manchester, England	Multigraph equipment
Milan, Italy	Paint
Shanghai, China	Twist Drills
Bolivia	Cranes
Japan	Automatic screw machines
"	Machine tools
"	Petroleum
Denmark	Lubricating oils
Fiji Islands	Cleveland tractors
Belgian Congo	" "
Belgium	Coal and ore handling machinery
France	" " " " "

Cleveland's export trade is more than $300,000,000 annually. It sells more than $40,000,000 worth of manufactured goods every year to France, the United Kingdom, Australia, and Canada.

Where Cleveland Buys Raw Materials

Wool	England
"	Argentina
"	Australia
Vegetable oil for paints	China
Gums for paints	New Zealand
" " "	Philippines
" " "	Madagascar
" " "	Congo Free State
Tin	Canada
Leather	"
Wood pulp	"
Textiles—chemicals	Chile
Copper ore	Peru
Cattle—hides	Argentina

Where Cleveland Stores Buy Finished Products

Chinaware	England
Earthenware	Bohemia
Glassware	Germany
Lamps	France
Brass goods	Belgium
" "	Czecho-Slovakia
" "	Japan
Women's garments	Paris
Men's clothing	England
Embroidery and laces	Switzerland
Gloves, fancy linens, antiques	Italy
Wicker furniture	Belgium
Carpets and matting	China
" " "	Japan
Toys	Germany

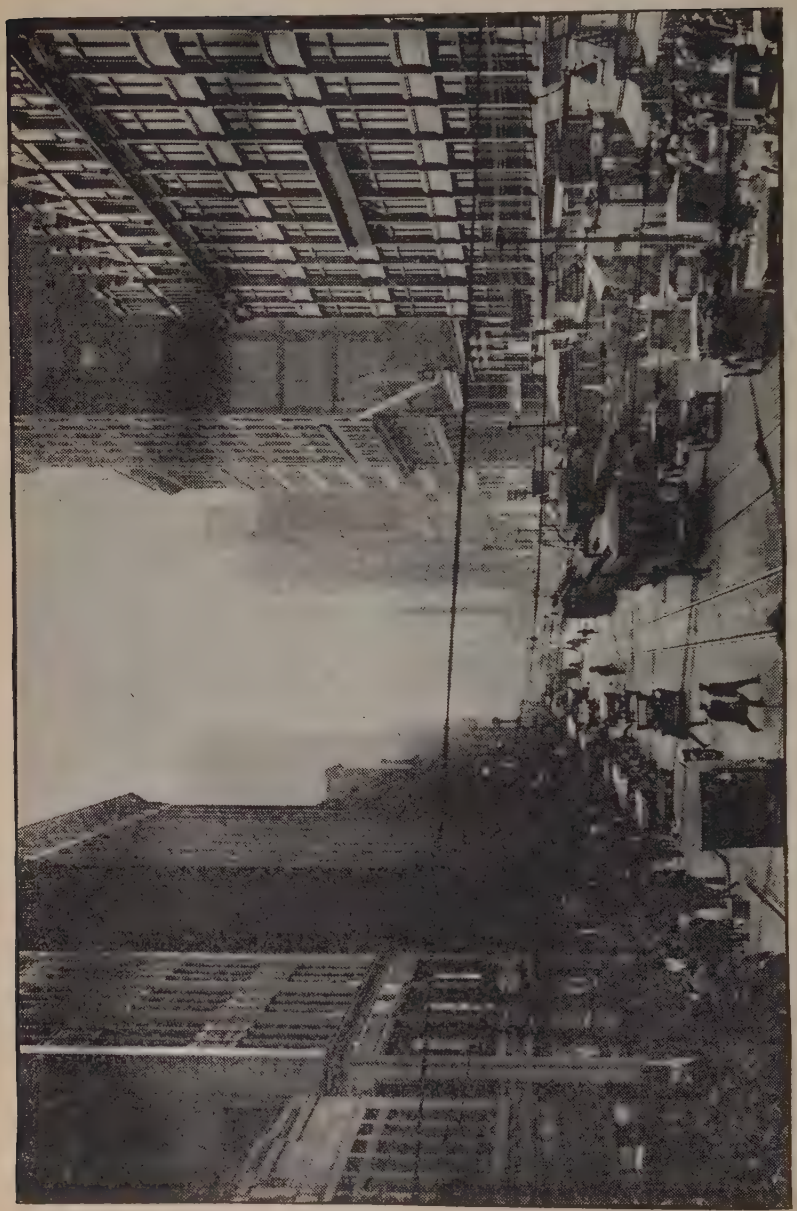
The above facts indicate that Cleveland's trade is world-wide in extent.

CHAPTER SEVENTEEN

Shopping Centers

The earliest shopping district in Cleveland was located near the Cuyahoga River at the foot of Main street. Here a rude store was built by traders in 1786. In 1803 a store was built near the junction of Union and Mandrake lanes, on the east side of the river. By 1821 the shopping center had crept up the hill and centered about "Perry's Corners," Superior and Water street. In 1837, when the first city directory was published, the retail business was confined to lower Superior street, Water street, and River street. A few grocery stores, and some millinery and tailor shops were located on St. Clair, Pittsburg, Prospect, and Michigan streets.

By the year 1860 the retail district had begun its march eastward, although it still centered about lower Superior street. A few stores were located on Public Square, and Ontario street from Pittsburg street to the Square was an important business street. In 1870 the movement eastward was well under way. Euclid avenue fell to the invading hosts of business, and dwelling houses no longer surrounded the Public Square. From this time Euclid avenue attracted



Euclid avenue, looking west, from East 9th street, the "Shopping Center of Cleveland." On this street are located most of the city's fine retail stores and shops

the leading retail establishments of the city. The rapid development of factories along the lake and the railroads parallel to it, created a "smoke nuisance" which was harmful to the best retail stores. Today Euclid avenue, from Public Square to beyond Playhouse Square, may well be considered the shopping center of Cleveland. Neighborhood centers have grown up at important crosstown streets and intersections.

The most important of these are at St. Clair, Superior, and Euclid on East 105th street and East 55th street, at East 55th and Broadway, at West 65th and Detroit, at Lorain, Clark, and Denison on West 25th street.

Leading department stores include the May Co., Higbee Co., Halle Brothers Co., Wm. Taylor Co., and Bailey Co. Lindner's, The Ames Co., Oppenheim Collins, and Bedell's are later day retail stores. The Kinney & Levan Co. is the largest store of its kind in America. Some seven acres of floor space are devoted to furnishings for the home.

These and countless other stores of today supply the needs of the people of Cleveland. As wealth increased desires arose which have been adequately satisfied by the retail merchants of the city.

CHAPTER EIGHTEEN

National Groups in Cleveland

Cleveland may well lay claim to being a cosmopolitan city. People from every land and of every racial stock and religious faith have helped in the development of the city during the century and a quarter of its existence. Little did the early pioneers from old New England forsee the changes which would occur as the city grew into a great metropolis. In 1848, the first analysis of the nativity of the population revealed the fact that 8,451 of the 13,696 inhabitants were born in the United States. The next largest national groups consisted of persons born in Ireland, of which there were 1,024, and those born in England, of which there were 1,007. No other national group had as many as 200 people. Other groups included the Scotch, Welsh, Canadians, French, Dutch, Poles, Prussians, Manxians, Nova Scotians, and former inhabitants of New Foundland and New Brunswick.

How great has been the change in the character of the population of the city since 1848! The census of 1920 gave the following distribution of nationalities in the city:

Country of Birth	Number
Poland	35,024
Hungary	29,724
Germany	26,476
Czechoslovakia	23,907
Russia	21,502
Italy	18,288
Jugo-Slavia	15,898
Austria	15,228
England	11,092

This includes all countries from which ten thousand or more people had come to Cleveland prior to 1920. A great many other countries contributed less than ten thousand.

The above table reveals the fact that Cleveland draws its population from many parts of the earth. Coming from many lands and for many different reasons, the present diverse population of the city has succeeded in creating the great and admirable city of the present day.

In 1848 there were three persons in the city of Cleveland born in Prussia. The heavy tide of German immigration set in after the revolution of 1848, when thousands of liberty-loving Germans left Germany and settled in the United States of America. Most of these were farmers, and passed on to new lands of the middle west, but some of them remained in Cleveland. Military and political disturbances in Germany drove away large numbers of the educated, and many of the best thinkers, such as doctors, lawyers, pro-

fessors, and ministers settled in Cleveland. The heaviest immigration into Cleveland prior to 1860 came from Germany. In 1910 there were 132,793 people in the city of Cleveland of German birth or German descent, and in 1920 there were 149,720.

The revolution of 1848 drove a great many Hungarians to the United States. The first of these refugees to reach Cleveland arrived about 1852. The Hungarians have been an important factor in the development of Cleveland in industry and in cultural lines. Today there are about 45,000 in Cleveland.

Political oppression in the home country may perhaps be given as the most important reason for the immigration of the Czech to this country during the past seventy years. Most of the immigrants had been farmers or artisans in the old country, and during the years from 1850-1870 many of the immigrants went out to the new lands which were being developed in the middle west. Many of these stopped in Cleveland, and liked the city so well that they remained here. Today many of the Czechs are employed in industry, some of them in plants owned by fellow countrymen. An increasing proportion of the descendants of the early Czechs find their way into the business and professional life of the city. Many of the doctors, dentists, lawyers, teachers, etc., of Cleveland are of Czech extraction.

The Poles in Cleveland today number about 80,000. Like the Germans, they have contributed greatly to the city's industrial and cultural life and descendants of the original settlers are leaders in many spheres.

Thirty-five thousand persons of Slovak birth are found in Cleveland today. They are active in the city's industrial life.

There are now in Cleveland about 40,000 Jugoslavs. Jugoslavs come from the southern part of the old Austro-Hungarian Empire, and from Serbia.

The earliest Lithuanian settlers came in 1871. In 1904-1905 another group came. There are 12,000 living here today.

The Italian population of Cleveland is largely composed of two groups, those who came from Neopolitan Italy and those who came from Sicily and Palermo. It is due to their efforts mainly that Cleveland has become the center of the produce business in Northeastern Ohio.

Descendents of early colonial and English pioneers have contributed much to the development of the city, and play an important part in Cleveland today. The Scotch, Irish, Welsh, Roumanians, Russians, Scandinavians, Syrians, Greeks and others have found a place in our life, and have been material factors in its progress along many lines. Evidences of their ability and cultural impress are found on every hand.

The co-operation of all groups is necessary if the growth and development which has occurred in the past is to be continued in the future.

A few of Cleveland's Office Buildings. The Rockefeller, the Illuminating, Leader-News, Hippodrome, Chamber of Commerce, Williamson. Group of buildings looking east on Euclid avenue from East 9th street, including the Cleveland Trust Co., the Swetland Building, the Cleveland Athletic Club and the Halle Brothers Co. Next is the Brotherhood of Locomotive Engineers Building and the Cleveland Athletic Club Building

CHAPTER NINETEEN

REAL ESTATE AND BUILDING ACTIVITIES OF CLEVELAND

Cleveland residents of the early days who traded in downtown real estate at a few dollars an acre—or often for game or produce—probably would turn in their graves to learn that a single acre—that at the southeast corner of Euclid avenue and East 4th street—now has a market value of at least $5,000,000.

With its great central downtown business section, with its many business corners in areas, further out—virtually busy cities within themselves—and with its several residence districts, known throughout the nation for their beauty of landscape and dwellings—Cleveland has witnessed real estate advancement which has turned a golden flood of increment to those who foresaw its coming and were enabled to make the most of the opportunity.

It has been said with truth that real estate is the basis of all wealth, and to that premise is added the certainty that the uptrend in Cleveland values will never be halted—that land within its metropolitan confines will never be cheaper.

Building activity keeps apace with growth in all other lines: the 1925 record in Cleveland broke all-time marks, with a total of more than $70,000,000 in building permits. In 1924 the total of permits issued was $58,772,750, and in 1923, $69,390,540. The adjoining communities of Cleveland

Cleveland is a city of beautiful residences. Above are just a few of the many magnificent homes in Greater Cleveland. H. P. Eells, top left; T. T. Long, top right; Mrs. I. H. Denton, center left; A. S. Chisholm, center; John Stockwell, center right; J. R. Nutt, lower left; B. R. Deming, lower right

Heights, Shaker Heights, East Cleveland, Garfield Heights, Euclid and Rocky River have likewise shown large increases for 1925.

The erection of many important downtown buildings and outlying apartments in recent years has contributed to the great increase in building figures.

The zoning plan of division of city territory for business and housing facilities, which has long been under study in Cleveland, is intended to make the city "a better place in which to live and work" and to carry out the "deliberate planning" ideal bequeathed to it by its founder, Moses Cleaveland.

An example of the construction program contemplated for Cleveland is given by the extension plans of the Ohio Bell Telephone Co., which will cover a five-year period and entail the expenditure of $30,000,000. A $4,000,000 main telephone building of 22 stories has been completed on Huron road; 20,000 poles are to be placed, 27,000 miles of aerial wire to be strung, 1,500,000 duct feet of subway to be laid.

THE CLEVELAND REAL ESTATE BOARD

In June, 1892, The Cleveland Real Estate Board was organized with a membership of seventeen and for thirty-three years has supervised and standardized the conduct of the realty business in Cleveland and vicinity. With a membership of over eleven hundred it is now one of the largest organizations in the country.

The Cleveland Real Estate Board has maintained a position of importance in The National Association of Real Estate Boards. In like manner the Board occupies an equally prominent position in the civic and business life of Cleveland and the State of Ohio resultant from its public service activities.

One important activity of the Board is the work of its valuation committee, which has pioneered in establishing modes of procedure, standardization of methods and set the pace for similar organizations throughout the country. The certificates of appraisal of the valuation committee have long been accepted by Federal, State, County and City government as the most reliable information on real estate values.

The Board has co-operated for years with the officials of the county in the establishment of tax values, giving freely the time of its committees in this important work.

One feature of special importance is the Salesman's Division, which maintains an organization holding regular bi-monthly meetings for social intercourse and business training in real estate practice.

The Board has for several years sponsored the real estate course established by the Y. M. C. A. and contributes from its membership instructors in the several branches of the business, including real estate practice, law and finance.

The encouragement of home ownership in the community may be traced to a very large degree to the activities of the Allotment Division of the Board in opening new areas. The members of this Division have pioneered in this branch of the business to the end that Cleveland has occupied an enviable position in the quality and number of its homes.

The fidelity with which the Board members observe the Code of Ethics is clearly manifested by the fact that meetings of the Arbitration and Reference Committee are seldom held, such differences as may exist being largely adjusted thru conference.

SAVINGS AND LOAN COMPANIES

There are more than 100 Savings and Loan Associations in Cleveland with combined resources of over $130,000,000. These associations have had a steady and substantial growth with the increased wealth of the community and the enlarged earning power of its citizens.

PRINCIPAL DOWNTOWN OFFICE BUILDINGS

Anisfield—2063 E. 9th St.
Arcade—Euclid at E. 4th St.
Bangor—942 Prospect Ave.
Bradley—1212 W. 6th St.
Brotherhood Bank—St. Clair, corner Ontario
B. of L. E.—Ontario and St. Clair Ave.
Brotherhood of Railway Trainmen—Superior and W. 9th St.
Bulkley—1409 Euclid Ave.
Caxton—818 Huron Rd.
Century—414 Superior Ave.
Chamber of Commerce—Public Square
Cleveland Athletic—1118 Euclid Ave.
Cleveland Film—2110 Payne Ave.
Colonial Arcade—530 Euclid Ave.
Commercial—2056 E. 4th St.
Cowell-Hubbard—1313 Euclid Ave.
Cuyahoga—218 Superior Ave., E.
Davis-Farley—1105 Chester Ave.
East Ohio Gas—1385 E. 6th St.
Electric—644 Prospect Ave, E.
Engineers—1365 Ontario St.
Erie—902 Prospect Ave.
Euclid Arcade—510 Euclid Ave.
Euclid-1900—1900 Euclid Ave.
Federal Reserve Bank—E. 6th and Superior Ave.
Finance—750 Prospect Ave.
Fidelity—1940 E. 6th St.
Frederick—2063 E. 4th St.
Guarantee Title—635 Superior Ave., E.
Guardian—631 Euclid Ave.

Hanna—1404 Euclid Ave.
Hickox—1964 E. 9th St.
Hippodrome—720 Euclid Ave.
Hippodrome Annex—715 Prospect Ave.
Hunkin-Conkey—1740 E. 12th St.
Huron-Sixth—626 Huron Rd.
Illuminating—75 Public Square
Insurance Center—1783 E. 11th St.
Keith's—1626 Euclid Ave.
Kingmore—1110 Euclid Ave.
Kinney & Levan—1375 Euclid Ave.
Leader-News—E. 6th and Superior Ave.
Marion—1276 W. 3rd St.
Marshall—11 Public Square
Medical Center—1001 Huron Rd.
National—1398 E. 9th St.
National City—603 Euclid Ave.
Osborn—1020 Huron Rd.
Park—140 Public Square
Penton—1213 W. 3rd St.
Perry-Payne—740 Superior Ave., W.
Plain Dealer—E. 6th and Superior Ave.
Power Block—1011 Payne Ave.
Prospect—1104 Prospect Ave.
Prospect-4th—2081 E. 4th St.
Permanent Home, 1227 Prospect Ave.
Rockefeller—612 Superior Ave., W.
Rose—2062 E. 9th St.
Schofield—2004 E. 9th St.
Seneca—1242 W. 3rd St.
Sloan—823 Prospect Ave.
Society for Savings—Public Square
Standard Theater—811 Prospect
Superior—312 Superior Ave., E.
Swetland—1010 Euclid Ave.
Taylor Arcade—704 Euclid Ave.
308 Euclid Bldg.—308 Euclid Ave.

Truman—1030 Euclid Ave.
Ulmer—31 Public Square
Union—1836 Euclid Ave.
Union Mortgage—850 Euclid Ave.
Union Trust—925 Euclid Ave.
Vulcan—113 St. Clair Ave,, E.
Wade—803 Superior Ave., W.
Watson—1279 W. 3rd St.
Western Reserve—900 Superior Ave., W.
Wigmore—1004 Prospect Ave.
Williamson—211 Euclid Ave.
Wurlitzer—1019 Euclid Ave.

Security Houses

Cleveland's vast wealth is represented not alone in products, or land and buildings. The successful corporations, some of which pioneered and ever kept step with progress, have attracted the money surplus of other business concerns as well as individuals, and as a result millions have been poured into such reservoirs for permanent investment. In bonds, preferred and common stocks, Cleveland's wealth goes far into figures it would be difficult to estimate.

Three decades ago bond selling was just beginning in Northern Ohio. Investment markets were confined more to the older vicinities of the eastern or New England states, but today Cleveland is one of the greatest points of absorption for securities of the entire country besides being a heavy purchaser of foreign loans. Cleveland was a pioneer in offering leasehold bonds on business property, and about ten years ago introduced the land trust certificate, which is now also known and popular as well as widely utilized for trust funds.

CHAPTER TWENTY

Cleveland Newspapers

Cleveland's newspapers are among the foremost in the land, in modern outlook, enterprise and equipment.

The Cleveland Plain Dealer, the Cleveland News and the Cleveland Press are representatives of live, up-to-date methods in American journalism. The Plain Dealer is a morning newspaper and the Press and News the afternoon newspapers of Cleveland. All are equipped with modern plants. Building facilities and general mechanical equipment, as well as editorial and business management, have given Cleveland newspapers an assured leadership. In addition to those named, Cleveland has enterprising publications which are issued in foreign languages. The Waechter und Anziger is a daily newspaper printed in the German language, the Jewish World is a daily newspaper printed in Yiddish, and the Szabadsag is a daily printed in the Hungarian language. Besides these there are dailies published in almost every language. The Jewish Independent and the Jewish Review and Observer are weekly publications in the English language. There is one Catholic weekly publication, the Catholic Universe-Bulletin.

Cleveland's first newspaper was the Gazette and Commercial Register. The first issue of the publication appeared on July 31, 1818.

THE CLEVELAND PLAIN DEALER

The Plain Dealer Publishing Company occupies a six-story building at the corner of East 6th street and Superior avenue and includes a personnel of 850 people, 350 of whom are employed in the editorial departments.

The making of this great newspaper is indeed a wonderful story—an epic of co-ordination between brain and muscle and machinery. The average layman can have little conception of the amount of energy, expense and labor entailed in just one edition of the Cleveland Plain Dealer. From news gathering, to editing, to printing, to distributing, speed is the keynote—speed and efficiency.

The home of the "Cleveland Plain Dealer," Superior avenue and East 6th street

The first edition of the Cleveland Plain Dealer (then a weekly) appeared on January 7th, 1842. Since then the Plain Dealer has grown—grown with Cleveland—building upon a foundation of dependability. Cleveland and the Plain Dealer have thus co-ordinated in a common progress which the passing years have fully justified. Today, from

small beginnings and large vision, Cleveland has grown to a metropolis and the Plain Dealer to a big, metropolitan newspaper, recognized as one of the foremost newspapers in the world.

THE CLEVELAND PRESS

On November 3, 1878, the late E. W. Scripps, 24 years old, started The Cleveland Press with three partners, a big idea and $10,000 capital, the latter being used as follows: for a Hoe rotary 4-cylinder press, $6,000; for type and fixtures, $1,200; for engine, installation, etc., $800 and for working capital, $2,000.

Mr. Scripps' salary as editor-in-chief was $12 a week, his pressman drew $15 and the average monthly expenses were $1,600 the first year—rent, taxes, paper, ink, payroll, everything. Yet the Press kept out of debt during this terrible year and has stayed debt-free ever since.

The home of the "Cleveland Press," East 9th street and Rockwell avenue

For Scripps really had a big idea in newspaper making. He didn't give it a name, but "Keeping Close to the People" and "Pay-as-you-Go" were it's fundamentals. Scripps was obsessed with it. He meant to live by it, fight for it, suffer for it, prosper through it and make it self-perpetuating, and this Cleveland pioneer has lived to see all these "musts" accomplished.

This briefly describes the genesis of the Scripps-Howard operating organization and plan of today. Generous allotments of stock in all Scripps-Howard newspapers are set aside for sale to editorial, news, business and mechanical executives and employes, who are encouraged and assisted to share in the ownership and profits of the business in which they are engaged.

Under this plan trained executives always are available for promotion — there is no vacancy in any Scripps-Howard newspaper for which another man is not being trained, no new Scripps-Howard newspaper which can not be adequately manned and managed from the start.

This Scripps idea has been responsible for the largest number of daily newspapers under one ownership in the world— it really was a big idea! It must have been, for it is the guiding principle of the 31 Scripps-founded newspapers of today, just as it was of Cleveland's pioneering "Press" of 1878. Mr. Scripps himself retired from active management in 1912, but the big idea stayed on the job and is stronger today than ever.

THE CLEVELAND NEWS

Nothing superior exists, throughout the country, in point of the newly erected structure owned and occupied by The Cleveland News at Superior avenue and E. 18th street. The facade is of "Buckeye Gray" sandstone and the entrance to the main building opens through a spacious lobby finished in marble, with interior finishings in rich bronze. The main floor extends two full stories in height and the building in its entirety rises four stories, completely given over to the operation of this leading metropolitan paper for its daily and Sunday editions.

Twenty-unit super-speed presses print 5,000 copies of "The News" per minute, and a fifteen-cylinder press handles the Sunday comics and magazine sections in colors.

On the top floor there is a recreation department for the employes, including an auditorium, assembly hall and stage—an innovation in newspaper circles. Two high-speed passenger elevators operate between floors.

The opening of this imposing structure marked an epoch

The new home of "The Cleveland News," Superior avenue and East 18h street

in the progress of Cleveland, the goodwill and confidence of whose citizens made possible the rapid growth of The Cleveland News, generally known as Ohio's greatest newspaper. It is, as well, a tribute to the vision and creative ability of its owners and management.

Railroad Stations

Union Depot, foot of W. 9th street. Trains of the New York Central Lines, Pennsylvania System, Big Four (Cleveland, Cincinnati, Chicago & St. Louis). The "Union Depot" street car short line to and from the Square.

Baltimore & Ohio Ry., 900 Champlain avenue, near W. 9th street. Any west-bound Superior avenue car line to the depot stop in the High Level Bridge subway.

"Big Four"—Cleveland, Cincinnati, Chicago & St. Louis, Union Depot. "Union Depot" cars.

Erie Ry., W. 9th street, under High Level Bridge. Any car west-bound in Superior avenue, to depot stop in Bridge subway.

New York Central Lines, Union Depot, "Union Depot" cars, also depot on E. 105th street, S. E., in the northeastern section of the city, reached by E. 105th street cross-town car line.

Nickle Plate (New York, Chicago & St. Louis), opposite 1200 Broadway. Cars marked "Union Avenue" or "Broadway" to Nickle Plate stop, ten minutes from Square, also depots at Euclid avenue and Coltman road (E. 120th street), reached by Euclid avenue "East Cleveland," "E. 140th street" and "Windemere" cars, and W. 25th street depot, reached by W. 25th street cars.

Pennsylvania System, Union Depot, "Union Depot" cars from Square. Also station at Euclid avenue and E. 55th street, reached by all Euclid avenue cars and E. 55th street cross-town line.

Wheeling & Lake Erie, 2270 Ontario street, walking distance from Square or reached by cars marked "Broadway" or "Union Avenue."

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